

Navy News

SEPTEMBER 1982 10p

ANGELS ON THE WING

SITTING PRETTY at RN air station Culdrose are Oenone Hague on the wing and Janet Zimmer in the cockpit of this veteran Fairey Firefly fighter. Their guide was MEM Taff Powell and the girls were among more than 30,000 visitors at HMS Seahawk's record-breaking Air Day. ● More pictures and reports of the high-flying air days at Culdrose, Yeovilton, HMS Gannet and HMS Daedalus, appear in Pages 10-11.

FLEET IN STORM ORDEAL

MONTHS after the end of the Falklands conflict, ships in the South Atlantic are fighting another foe . . . the weather.

During the southern winter they have been faced with hurricane force winds, combined sea and swell of 50ft., and windchill of minus 15 Centigrade.

Conditions in early August were described in the usually understated language of the experts at the Fleet Weather Centre, Northwood, as "extremely rough."

At the height of the Falklands operation conditions were generally surprisingly favourable, with none of the intense depressions the Royal Navy normally experiences in the North Atlantic. It was cold and windy, but rarely more than Force 8, or 34-40 knots.

Dumped

By August 6 the Task Force was enduring a period of strong winds in excess of 55 knots, generating a swell of up to 33ft.

With 18 to 20ft. waves, this was producing a combined sea and swell of about 50ft. — "an awful lot."

Long wave lengths meant that ships were being dumped from a 30ft. peak into a 30ft. trough every ten seconds — having a dramatic effect even on ships of the size of HMS Invincible

which would not be able to enjoy the luxury of sheltering close to the islands.

Another unpleasant factor was the temperature — down to minus 3 Centigrade. When coupled with 55 knots of wind the windchill factor comes into play, reducing the effective temperature to about minus 15. Conditions cannot have im-

proved the chances of avoiding cracking of upper decks of some ships, which was already being experienced before the onset of the really bad weather.

By August 17 the winds had moderated. But conditions have a habit of changing rapidly in that part of the world and further deterioration was expected.



Coventry's final moments

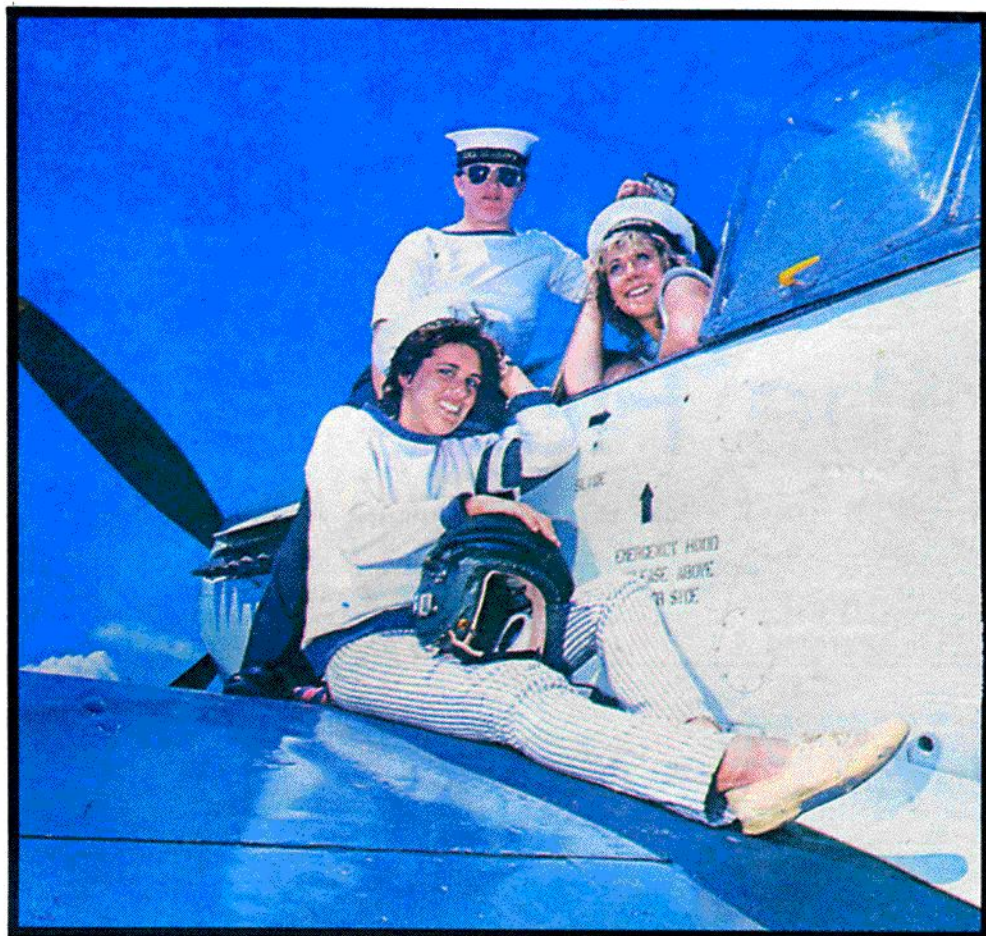
THIS dramatic picture of the last moments of HMS Coventry on May 25 was taken from the door of a liferaft less than 15 minutes after her company had abandoned ship. AEMN(L)2 Mick Dilucia could not get to the door of the 25-man liferaft — there were 37 survivors

crowded into it at the time — so he passed his camera to CPO Mick Patterson to take the photograph.

An hour later the liferaft tied up alongside another, and the men were distributed more evenly. PO Dilucia was

picked up by a helicopter from RFA Fort Austin and found that although his camera was contaminated by salt water, the film was intact.

Later, on the QE2, the film was developed and this was one of the unforgettable prints to emerge.



Wreck dive role for Seaspread

AFTER four hard-working months in the South Atlantic during which she repaired many battle-damaged warships, msv Stena Seaspread arrived in Portsmouth on August 18 — and prepared to turn round and head back again.

From September 1 she is being re-chartered and re-fitted as a diving support vessel and will return to the South Atlantic where she will be used on a saturation diving task in connection with wrecks around the Falkland Islands.

Like her sister ship Stena Inspector — still in the Falklands area — the Seaspread is usually used as a diving support vessel in the North Sea and she will retain a number of civilian crew members in addition to the Royal Navy party and divers embarked.

In July, when the Seaspread's prolonged stay in the South Atlantic was the subject of Press interest, the Ministry of Defence said it was

HMS Junella's deadly cargo — see back page

considering her retention to support further diving operations to recover classified equipment and documents from RN warships sunk during the operation and to recover and dispose of live ammunition from these vessels.

Of the ships sunk during the conflict, HM ships Ardent and Antelope lie in the relatively sheltered waters of the Falkland Sound and San Carlos Water, HMS Coventry rests north of Pebble Island, and HMS Sheffield, RFA Sir Galahad and Atlantic Conveyor lie out to sea.

Wrecks of HM ships which contain bodies of crew members are regarded by the Ministry of Defence as war graves, although there is no formal designation procedure.

The Ministry has stated that it would not disturb these wrecks except where they were likely to cause a hazard to navigation, where they may contain explosives, or "where there may be a risk of illegal or unauthorised access."

● How Seaspread went to war — page 12.

RECALL

- Gurkha
- Zulu
- Tartar

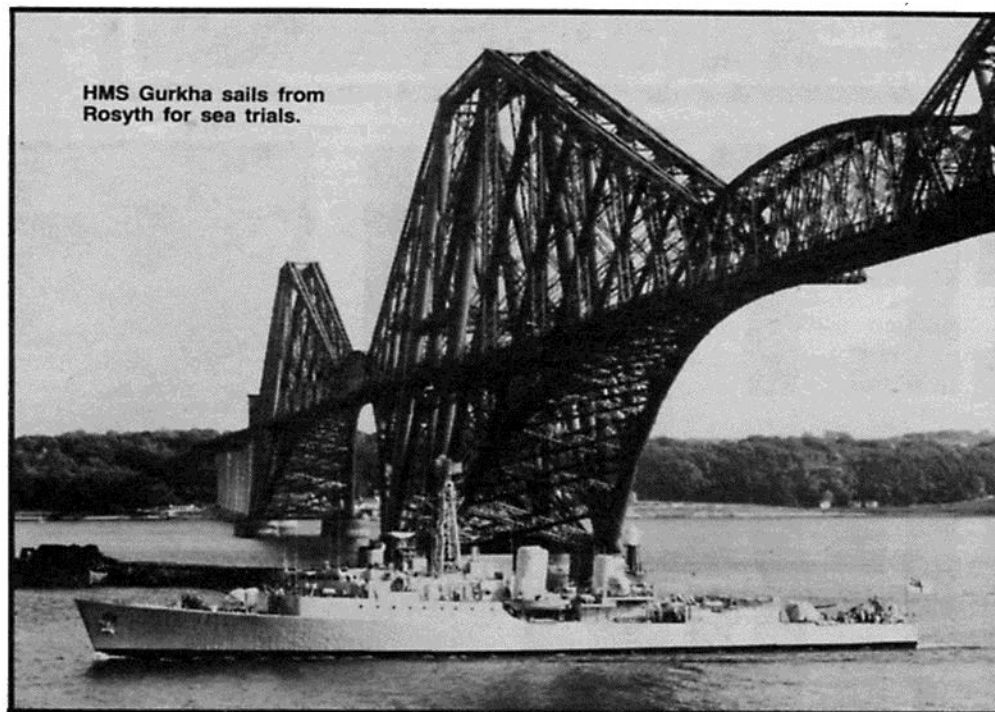
Standby tribe set to join the Fleet

THREE Tribal-class frigates have been reactivated from the Standby Squadron to plug gaps left in Britain's escort forces as a result of the Falklands Conflict.

HM ships Tartar, Gurkha and Zulu — all of which were first commissioned in 1962-4 — were working up in August to once more become operational members of the Fleet.



HMS Zulu commissions at Chatham.



HMS Gurkha sails from Rosyth for sea trials.

They were designed for service in such areas as the Arabian Gulf, and are armed with Seacat surface-to-air missiles, two 4.5in. guns in turrets fore and aft, and two 20mm Oerlikons. They each have a Limbo three-barrel anti-submarine mortar and facilities for a Wasp helicopter.

The Tartar commissioned at Devonport on July 17, the Gurkha at Rosyth seven days later and the Zulu at Chatham on August 9.

VC holder

Among the guests at the Gurkha commissioning was the Army's only serving VC, Capt. Rambhadrur Limbu of the Gurkhas. Capt. Limbu, who was flown from Hong Kong, won Britain's highest award for valour in action as a sergeant during the Borneo campaign in 1965.

The Brigade of Gurkhas was also represented by Lieut.-Col. T. G. Blackford and Capt. Pratapsing Limbu and Lalbahadur Thapa. Among the congratulatory messages was one from Field Marshal Viscount Slim of Burma, whose Fourteenth Army included the Gurkhas.

Rear-Admiral J. C. Warsop (Port Admiral Rosyth), inspected the guard and divisions. The commissioning cake was cut with a Gurkha kukri wielded by Mrs. Mary Stone — wife of the commanding officer, Cdr. P. D. Stone — and the ship's youngest rating, JS C. D. J. Stonier. The cake had been decorated by LCK M. C. Godfrey.

Two days later the Gurkha sailed for a successful week of sea trials, including a hands to bathe while she was off North Berwick. She was to join the Third Destroyer Squadron after basic operational sea training.

Rear-Admiral S. Higgins was guest of honour at the Zulu's commissioning, his first engagement in his new appointment as Flag Officer Medway. The Zulu, first of the ships on the disposal list to go to sea, commissioned within 50 days of reactivation.

Guests included representatives of their affiliated regiment, the Royal Regiment of Wales. Several years ago the regiment incorporated the South Wales Borderers which won a famous victory at Rorke's Drift during the Zulu Wars.

Berwick returns to duty

HMS Berwick has started sea trials after being reprieved from the Disposal List. The Rothesay-class frigate officially ended her 18-month period of inactivity on August 5 when she was re-commissioned at Chatham.

Guest of honour at the ceremony was the outgoing Flag Officer Medway, Rear-Admiral G. M. K. Brewer, who was attending his last official engagement on the eve of his retirement from the Service.

300 GUESTS

Among the 300 guests were the Mayor and Mayoress of Berwick upon Tweed and a strong contingent from the ship's affiliated regiment, the King's Own Scottish Borderers.

The commissioning cake was cut by Mrs. Sheila Tuffley, wife of the commanding officer, Cdr. Christopher Tuffley. She was helped by the ship's youngest rating, JRO(G) John Tidbury.

New Seawolf success

FIRST step towards a vertically-launched Seawolf anti-missile missile system was achieved when British Aerospace Dynamics Group Bristol Division carried out a successful static trial of a boost motor.

The Seawolf GWS25, in service with the Royal Navy, is the western world's only operational anti-missile missile system.

Happy 21st for Sealion

HM submarine Sealion's 21st birthday was marked by a dinner and dance for crew members past and present at the Holiday Inn, Portsmouth.

The Sealion, currently undergoing refit at Portsmouth, is due to be re-dedicated early next year. After trials and work-up she will join the First Submarine Squadron at Gosport.

Prayers for the fallen

AS two RAF trumpeters sounded the Last Post, 2,500 people, led by the Queen, stood in two minutes' silence in remembrance of the 254 British Servicemen, merchant seamen and Royal Fleet Auxiliary personnel who died during the Falkland Islands campaign.

The tribute took place during the national service of thanksgiving for peace in the South Atlantic held in St Paul's Cathedral on July 26.

The service was attended by members of the Royal Family, the Prime Minister and members of the Government, the Chiefs of Staff, the Task Force commanders and Service personnel and civilians.

SERMON

The Archbishop of Canterbury, Dr. Robert Runcie, gave the sermon and the Chaplain of the Fleet, the Ven. Raymond Roberts, led the prayers of thanksgiving.

Cpl. Nigel Horsfall of the Royal Marines took part in the service as a reader, and the band was from the RM School of Music at Deal.

A step-lining party was formed at the West Door of the Cathedral under the command of Lieut.-Cdr. Ian Jones.

The bright sparks of Bomb Alley

OPERATIONS in Bomb Alley were a signal success for these men pictured below, who operated the Combined Communications Centre on board the assault ship HMS Fearless.

For ten weeks the ship (pictured right shortly before entering Portsmouth) was Divisional HQ for Major-General Jeremy Moore and Brigade HQ for Brigadier Julian Thompson. Besides which she was flagship for the amphibious forces under the command of Commodore Michael Clapp, dealing with all aspects of communications involved in the

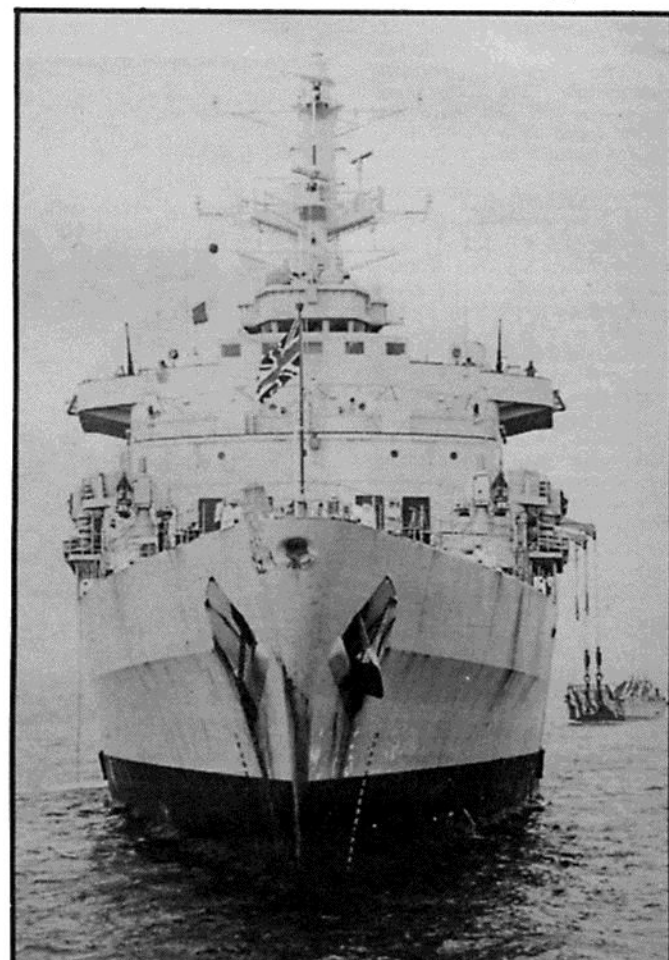
operation.

The Fearless signal staff handled an average of 2,500 signals a day, reaching a maximum of 3,523 in a single day, and provided the commanders and special forces with up to 36 radio circuits at any one time to conduct the campaign on the Falklands.

The signal men are (from left) CCY Mick Tapping (Fearless), Yeoman of Signals Val Parnell (HQ 3 Cdo Bde), CRS Tim Timmington (Fearless), LRO Ted Maynard (COMAW Staff) and Yeoman of Signals Andy Jackson (CLFFI Staff).



Picture: LA(Phot) Rick Toyer



Picture: PO(Phot) Radar Thompson

FILMS FOR THE FLEET

CRITICS leave no turn unstoned in their dealings with Clint Eastwood — and his latest offering is no exception.

However, "Firefox," in which he directs himself as star, seems well on its way to being a box office success — and that's what really counts.

Three weeks after its first showing in London, "Firefox" was acquired by the Royal Naval Film Corporation and is their prime release this month.

In a highly unlikely scenario — the

stuff of adventure — Eastwood plays a top American pilot with a history of nervous breakdowns. Such admirable qualifications make him the prime candidate to undertake the theft of an advanced warplane from under the noses of the Russians.

Title of the film is supplied by the Nato codeword for the aircraft, a jet which almost thinks for itself.

Full list of titles this month is:
Ragtime (AA) — James Cagney, Elizabeth McGovern. Based on E. L. Doctorow's sprawling novel about New

York at the beginning of the century, including the immigrants, the blacks, the white aristocracy. Complex, interwoven plot with veteran Cagney as the city's police chief. Columbia-EMI-Warner. No. 882.

Ghost Story (AA) — Fred Astaire, Alice Krige, Melvyn Douglas, Douglas Fairbanks Jr., John Houseman. More survivors of the Golden Age of Hollywood in this tale about a group of professional men haunted by the death by the ghost of a young woman whom

they accidentally killed 50 years before. CIC. No. 883.

Sharkey's Machine (X) — Bert Reynolds, Brian Keith, Rachel Ward. Intricate cops and robbers yarn with beautiful, blue-blooded Miss Ward as a high-class call girl. Columbia-EMI-Warner. No. 884.

The Amateur (AA) — John Savage, Christopher Plummer. When his girl friend is killed, a lowly cypher clerk in the CIA marshals his slender resources to try to hit back. 20th Century Fox. No. 885.

Firefox (AA) — Columbia-EMI-Warner. No. 886.

● A new film about life in the Royal Navy has received an enthusiastic reception from the critics.

Remembrance, to be shown on TV screens in the autumn after a London cinema run, takes place over a period of 24 hours as ratings gather at Plymouth to sail on a six-month Nato exercise. Directed by Colin Gregg, "Remembrance" is financed by Channel 4 and based on an original screenplay by Hugh Stoddard.

Naafi's pride

ONE of the latest eye-catchers for sailors and Naafi staff serving in the South Atlantic is blonde bombshell Klm Stevens.

Canteen managers and assistants serving in HM ships are making sure that their pin-up is occupying pride of place behind many a counter and bar. For Klm (34-23-34) has been adopted by members of Naafi's Expeditionary Force Institutes whose members are serving on Ascension Island, South Georgia and in the Falklands.

FUND PAYS OUT £3m.

MORE THAN £3 million has already been paid out from the South Atlantic Fund, donations to which were approaching £11½ million by late August.

Grants totalling £1.5m. were made to widows and dependants to meet their immediate needs; £1.8m. was also disbursed to the principal Service charities to

cover expenditure already incurred as a result of the conflict, and to the Services Dependants Fund to reimburse them for grants they made immediately.

More than 250,000 contributions have been made to the fund from all sections of society at home and abroad, and the donations were continuing two months after the Argentine surrender.

Pride

Many of the cheques and postal orders have been accompanied by letters expressing pride and gratitude and praising the courage and efficiency of British servicemen.

In September the fund is likely to benefit from an unusual "capture" in the Falklands: General Menendez's top hat is to be auctioned in aid of the fund and the Falklands Appeal.

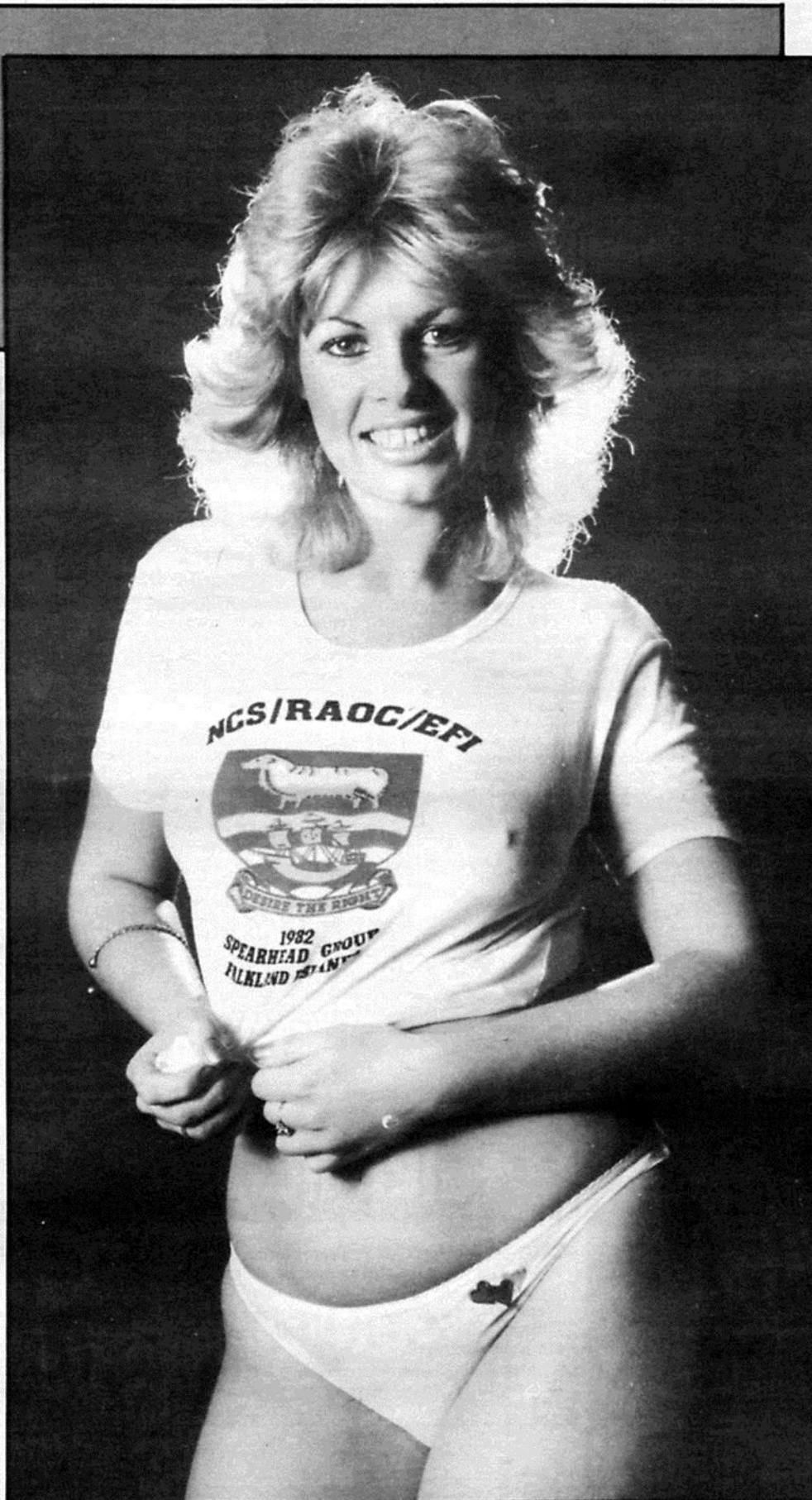
The hat, which the general evidently forgot to pack in the confusion of his departure from Port Stanley, was donated by the islands' Civil Commissioner, Mr. Rex Hunt. It is among several curios and souvenirs of the campaign to be sold in the Great Falklands Auction at the RAC Club, London on September 23.

Aim of the organisers, chaired by Mr. Hunt, is to collect £1m. worth of valuables for the sale. Important items

have already been pledged by Cdr. The Prince of Wales and the Prime Minister Mrs. Margaret Thatcher — and the Trustee Savings Bank has agreed to accept items for the auction at all its 1,600 branches.

Among foreign contributions to the South Atlantic Fund was a cheque presented on behalf of the Dutch destroyer HNLMS Kortenaar by Cdr. H. G. Greffe, Netherlands Assistant Naval Attache in London. The donation was received by Capt. A. H. Lambourne, Secretary of the Fund.

● Money keeps rolling in — Page 22.



Lifting time for the Holland

SALVAGE of Holland I, Britain's first submarine, was reaching its final stages as Navy News went to press on August 20.

Weather permitting, the 63ft. craft was due to be brought to the surface for the first time since 1913, when she sank off the Eddystone Lighthouse.

During the week-end of August 21-22 she was to be lifted from the seabed by the RNAS salvage craft Pintail and towed under-water into Plymouth Harbour. There, in shallow water, she was to be cut into three pieces and lifted clear of the surface.

After that it would be a race against time to coat her hull with a rust-converting substance. If not treated, the metal would degenerate into a heap of irreversible corrosion within 24 hours.

Speaking to Navy News before the lifting was due to begin, Cdr. Richard Compton-Hall (Director of the RN Submarine Museum at Gosport) said it was hoped to exhibit Holland I at the museum from September.

UNIQUE

"Her presence at Gosport will attract people from all over the world," he said. She is the only surviving example of a design which laid the foundations for all subsequent submarine engineering, and location of the wreck last year was hailed by Cdr. Compton-Hall as the greatest discovery in marine archaeology of recent years.

Twenty Royal Navy divers operating from the chartered diving trials ship Seaforth Clansman completed their task way ahead of schedule. They were assisted by two US Navy divers and two from the Royal Canadian Navy, and led by Lieut. Duncan Bridge of HMS Vernon.

During early August the divers used garden shears to clear fishing nets which entangled the hull. Then they threaded wire strops under the submarine fore and aft in preparation for the lift from about 190ft.

The planned salvage coincides with the opening of the museum's new building, near which the Holland I will be displayed. The trustees have agreed that all serving members of the Royal Navy shall be allowed free entry to the museum and to the submarine HMS Alliance on production of an identity card.

Band in fiery display

THE ROYAL MARINES Band of the C-in-C. Naval Home Command are giving a Royal Fireworks Concert at Wilton House, near Salisbury, on September 12 in aid of King George's Fund for Sailors.

Further information and tickets can be obtained by ringing Salisbury 25173.

The Massed Bands of the Royal Marines present a Salute to Maritime England at the Royal Festival Hall in aid of KGFS on October 23. Tickets and further information are available from KGFS (telephone 01-235 2884) or the Royal Festival Hall Box Office (01-928 3191).

Portsmouth's annual Water Carnival at Hilesea Lido on September 5 was also being held in aid of the KGFS.

PO Penguin flies south

ONE of the latest draftees to the Falkland Islands is the mascot of Fareham Branch of the Fleet Amenities Fund — Penguin Officer MEM George Stanley Falklander P150682B.

George — a 30in.-tall, soft, furry penguin — was "hatched" in the sitting room of branch fund-raiser Mrs. Sue Ankin, whose husband, PO Ray Ankin, works in Basic Training School Administration at HMS Collingwood.

PO Falklander's first draft was to Collingwood, where the executive officer, Cdr. Donald Mitchell, presented him with a certificate of completion on the eve of his journey south.

George was flown to Port Stanley in charge of thousands of useful articles for the garrison, including dressing gowns, toothbrushes and sweets.

STEALING A MARCH

Meanwhile, Collingwood was stealing a march at Chichester... the establishment's volunteer band led the way in the Royal Military Police and City of Chichester International March on August 1.

The WRNS platoon took part in the 10km. event while a platoon of ratings tackled the 40km. event.

DRAFTY'S CORNER

BOARD STIFF...

AS YOU KNOW, the system of promotion to Chief Petty Officer and to Warrant Officer is by Selection Board. These are "paper" Boards and therefore you don't attend for an interview. Indeed, in a fighting service it would be quite impractical to line you all up before a Board once a year. (The mind boggles at the effect this would have on the trolley tea service!)

Because it's a paper Board, everything that can be done to protect your prospects is done and great care is taken to present you, as an individual, as fairly as possible.

To explain this let us take the two basic questions often asked of the Promotions Office by Divisional Officers:

"Did my man appear before the Board?" and if so, "Why was he not selected for promotion?"

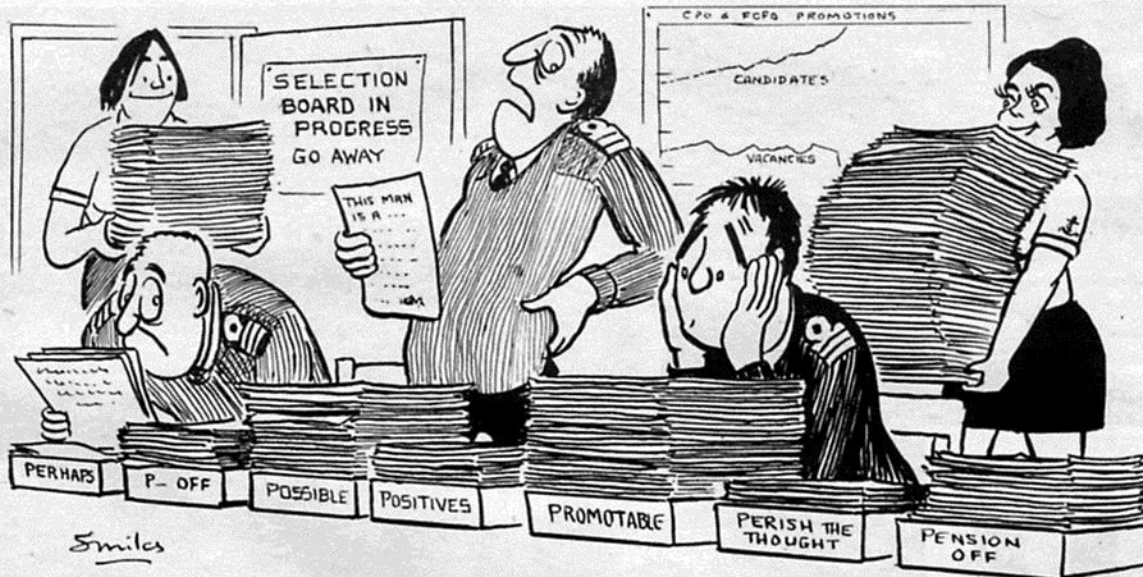
The Promotions Office has a small but highly experienced staff who will try to explain to the Divisional Officer each man's particular case and give sufficient advice and information to enable the DO to smooth ruffled feathers and give reassurances for the future that "your turn will come" (if indeed you deserve it).

This article gives the answer on the general factors. There are three main obstacles that can affect your chances of promotion and two of these at least are really out of your hands and indeed those of your DO and your CO.

OBSTACLES

The obstacles are (1) the vacancies available; (2) the quality of the candidate who is in opposition for each vacancy; and (3) the standards of report forwarded to HMS Centurion. Taking each in turn:

Vacancies. MOD decides the numbers they forecast the Navy will require in the forthcoming year. From this figure the Promotions Office work out the known vacancies which is based on how many ratings of the rate in question are leaving the Service.



"Sometimes it's like picking a bride from identikit pictures!"

As vacancies are by branch, even if you are the best POWTR in the Navy, and consider yourself streets ahead of the average PO(M), you cannot be promoted if there is no vacancy, whereas perhaps there were more vacancies for PO(M)s.

Sometimes this will be hard for you to accept when you see ratings of other branches being promoted above you without realising that the number of vacancies in a branch is the key factor. We don't publish just how many vacancies there are in each branch, in case the boards are unable to meet the required number (and this sometimes does happen).

SHORTFALL

There's nothing to be gained by telling a PO or CPO in a branch that not only was he not selected, but he was not even considered good enough to meet a shortfall in numbers required for the next year.

Quality of the candidate you are against. No matter how good you are, the chances are that there is someone lurking around who has the same high qualities as yourself, but on the day just happens to be judged better. This is a great unknown for the individual, but the Boards, with all the dossiers in front of them, can take a broad view of all the talent, something which is very difficult to do in, say, one establishment. Remember, the Boards are looking at all your 264Cs plus earlier 264As.

This means that a temporary aberration in one job or a particularly outstanding performance in another job (or even over-marking) can be taken into account against the background of your more average performance.

Standard of reporting. Each report received in HMS Centurion is read very carefully when it arrives and the following points are covered:

- Are you eligible by seniority to appear before the Board?
- If so, are you recommended by your CO?
- How does the recommendation compare with the overall picture of you when taking into account your seniority, experience, type of job and the length of time in that billet and time left to serve?

If the Promotions Office is unhappy with the comparison, the report is returned to your CO for further consideration. It may be of interest to know that the Promotions Office also looks closely at the quality of the report. For instance, is there justification for the merit points awarded for the written text?

High merit points without any justification, and lack of enthusiasm in the text will not help your prospects.

You should have confidence that your DO and HOD have presented a very complete "Pen Portrait" of you,

including your role in "whole ship activities".

These officers know that while these are important points and may show you to be a well rounded and useful member of the naval community, they must not overshadow other aspects of your technical and professional ability. A balanced report is what is required.

Equally the Promotions Office has to consider whether the Reporting Officer has been honest when reporting shortcomings or has perhaps ignored them completely — it does happen. An honest assessment of your weaknesses gives the Board a much better picture of an individual — and nobody is perfect!

RETURNS

The Promotions Office return approximately ten per cent. of all reports for the CO to have a second look.

Finally when the Boards sit, they are given approximately three times the number of candidates with NOW recommendations than they are actually required to select — however, every PO and CPO will be looked at once in their career, even if not recommended.

The Board members are also given statistical information on the points awarded across the board so that they can take account of high or low markers — and the marking levels do vary quite a bit.

DOSSIER

Your dossier, raised when you are rated Acting Petty Officer and guarded by the good sense and experience of the personnel in the office, probably gives the Promotions Board a better picture of you than could be gained by a quick "face to face" with the Board.

And remember, you are also entitled to know about any adverse comments made in your report that your DO feels are within your power to rectify, your general progress and your recommendations — and your DO signs the S264C to say that he has informed you of these things.

Here's wishing you luck next time!

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Falkland stories wanted

THE ROYAL NAVY Presentation Team, which hits the road this month on its autumn tour, wants to hear from personnel in the Fleet who have stories to tell of bravery, humour and general interest from the Falklands operation.

Tales should be written down and addressed to the Captain, Royal Navy Presentation Team,

Room 1005, Empress State Building, London SW6 1TR.

The autumn tour is fully booked, the spring tour is in great demand, and team personnel are looking forward to some interesting question and answer sessions in the light of the Falklands campaign.

In charge of the teams are two submariners, Capt. Toby Frere and Cdr. Robin Gee.

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Lowestoft to mark 21st with a dance

HMS LOWESTOFT is celebrating the 21st anniversary of her first commissioning with a "past and present" ship's company dance at Kimbells Ballroom, Southsea, on October 22.

Tickets at £2.50 a head are available from MEMN(L)1 Daisy Adams, HMS Lowestoft, BFPO Ships. All proceeds will go towards Lowestoft charities, and "old" Lowestofts are urged to attend.

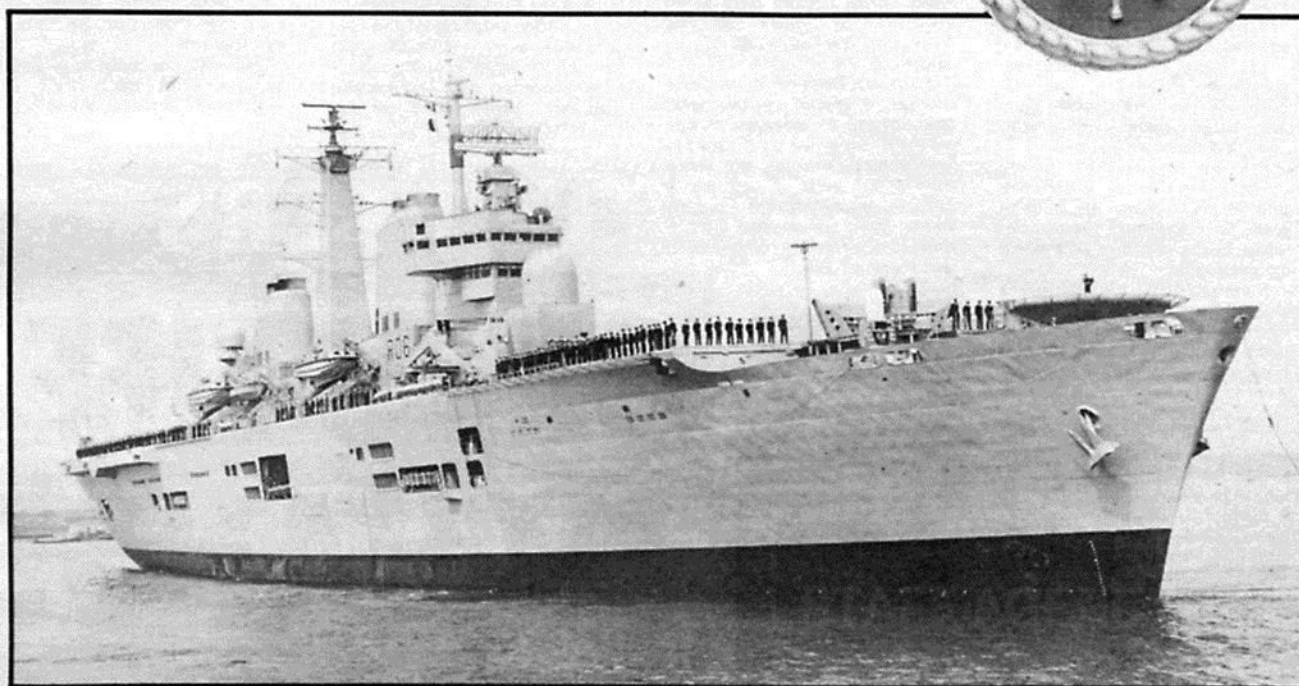
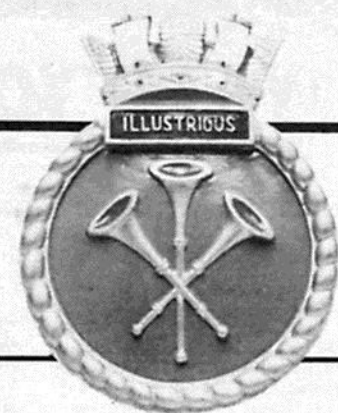
COCKTAIL PARTY

The frigate, due back from the Atlantic in late August, is also planning a cocktail party on board for her former commanding officers.

A sponsored run in aid of local Lowestoft charities is being organised by the ship. It will probably be from Lowestoft to Portsmouth, finishing on October 22 at the ship's sports gala.

SHIPS OF THE ROYAL NAVY No. 320

Illustrious beats the clock



HMS Illustrious leaves Portsmouth for the South Atlantic. Her Dalek-shaped Phalanx guns can be seen fore and aft.
Picture: Michael Lennon.

FACTS AND FIGURES

Displacement: 19,500 tons. Length: 677ft. Beam: 105ft. Draught: 24ft. Propulsion: Four Rolls-Royce Olympus TM3B gas turbines producing 112,000 shp and driving two shafts. Speed: 28 knots. Range: 5,000 miles at 18 knots. Aircraft: Normal, peacetime complement of 14 helicopters and five Sea Harriers. Armament: Twin Sea Dart launcher, two Vulcan Phalanx close-in air defence weapons, two 20mm Oerlikon guns. Complement: 1,000 excluding aircrew.

Her dash from completion to her present state of readiness was one of the most remarkable feats of its kind. In just nine days she completed trials work which had been allocated nine months in her original programme.

New weapons

Armed with weapons of a type never before carried by a British warship, she began her headlong race to beat the clock within days of the Argentine invasion of the Falklands. Holding to what seemed an impossible timetable she:

- Was accepted into service on June 18 and on the same day left her Tyneside birthplace.
- Commissioned at sea on June 20 (possibly a unique event for a major warship).
- Arrived at her Portsmouth base on June 21 where, within three days, she was stored.
- Made her first Sea Harrier

- deck landing on June 24.
- Fired her Vulcan Phalanx air defence guns for the first time on June 25, destroying the Rushton target with her first salvo.
- Completed her Sea Acceptance Trials (Air) on June 26.
- Completed her work-up on July 26.
- Left for the South Atlantic on August 2.

RAF Harriers

So swift was her introduction into service that there were not enough Sea Harriers available to equip her for the latter stages of her work-up. That problem was overcome by the sort of inter-service co-operation and adaptability which had already

proved itself in the South Atlantic.

Six RAF Harriers of 4 Squadron went to sea in the new ship — a fresh experience for the eight pilots led by Sqdn. Ldr. Dave Fisher, but not for the squadron. In August, 1922, the men and aircraft of No. 4 embarked in HMS Argus, Britain's first purpose-built flat-top, during a crisis in Turkey.

On the day the Illustrious left she embarked the Sea Harriers of 809 Naval Air Squadron, some of whose pilots had taken part in the recapture of the Falklands — including the squadron's commanding officer, Lieut.-Cdr. Jim Gedge. They had spent only three weeks in Britain before returning south. Also embarked in the Illustri-

ous are the Sea King helicopters of 814 Squadron — "The Flying Tigers" — and Wessex aircraft of 772 Squadron.

The advanced technology and weaponry in the ship includes the first installation in a Royal Navy vessel of Vulcan Phalanx close-in air defence guns.

'Daleks'

Computer-controlled and radar-guided, the six-barrel guns fore and aft of the flight deck each throw out a curtain of titanium bullets at the rate of 3,000 rounds a minute.

Anything caught in that barrage would be destroyed — supersonic aircraft and sea-skimming missiles included. The shape of the American-designed weapons has quickly earned

them the nickname of "Daleks," and they supplement the carrier's more familiar Sea Dart system, as do a pair of 20mm Oerlikon cannons sited on the superstructure.

HMS Illustrious is the second of the three planned Invincible-class ships. Built at Swan Hunter's Walker Yard, she was launched on December 1, 1978 by Princess Margaret, and is under the command of Capt. Jock Slater.

Already the ship has won a place in the heart of the community which worked so hard to speed her entry into service: when the carrier began her journey from Tyneside 50,000 people lined six miles of the river bank to wish her bon voyage for the tasks ahead of her.

Carrier strike pioneer

SOME WARSHIPS are lucky; some follow glorious careers which set them apart when the history of the sea is written; some win the undying affection of the men who sail in them and of the crowds which gather to cheer them on their way or to welcome them safely home.

The fourth HMS Illustrious bore all those qualities — and no account of the Second World War is complete without frequent mention of her name.

Serving in almost every theatre of that conflict, she won eight Battle Honours, delivering hammer blows to the Italians, the Germans and the Japanese. She was the epitome of naval air power.

Taranto

First of a new class of fleet carriers, she was commissioned in 1940 and was soon in action, fulfilling the central role in the first major carrier strike ever mounted.

On November 11, 1940 — at a time when Britain was in sore need of victories — 21 lumbering Swordfish took off from her flight deck to deliver a crippling blow to the Italian fleet, lying complacently in harbour at Taranto.

For the loss of only two aircraft, three battleships were sunk at their moorings — and at one stroke the balance of maritime power in the Mediterranean was re-established.

Two months later the Germans saw their opportunity to avenge their ally. Squadrons of



The fourth HMS Illustrious launches a Sea Hawk towards the end of her career.

Stukas, Heinkels and Junkers 88s had been stationed in Sicily and, when Illustrious appeared in the Straits of Pantelleria, they struck.

Bombs exploded around her and inside her throughout the day of January 10. Fires raged in the carrier and her steering was jammed; by afternoon 126 of her men were dead or dying, half her armament was destroyed and she was listing. By all the laws she should today be lying at the bottom of the sea, but superhuman efforts by her ship's company kept her afloat.

Steering by main engines, she reached the safety of Malta where hundreds of Valetta's citizens lined the ramparts to cheer the battered carrier.

The Axis would rue the day they failed to sink the Illustrious for, after a major refit in America, she was back in action, playing important roles in operations off Diego Saurez and Salerno before joining the Pacific Fleet to give the Japanese a taste of the same medicine.

Fleet Review

After the war she was given the more sedate task of a trials and training ship, surviving long enough to take part in the 1953 Coronation Fleet Review. The next year she was laid up and later scrapped.

Three ships of the name preceded her in Royal Navy service — a frigate of 1789-95, a third-rate of 1803-1868 and a battleship of 1896-1920.

Battle Honours are: Genoa 1795, Basque Roads 1809, Java 1811, Taranto 1940, Mediterranean 1940-1, Malta Convoys 1941, Diego Saurez 1942, Salerno 1943, Sabang 1944, Palembang 1945, Okinawa 1945.

POSTCARDS in the Ships of the Royal Navy series are obtainable from Navy News, HMS Nelson, Portsmouth PO1 3HH, price 15p each (minimum order 60p) including postage and packing (£1.50 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication (12 issues) can be arranged on receipt of postal order or cheque for £3.50.

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are the ones that don't show

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YATS 'YOBOS'

CONCERNING the new Government scheme for youth adventure training (July edition) it was very inspiring, but it was a very different story told to me by my niece and her friends, who are members of the Girls Sea Cadet Corps.

They have just returned from HMS Raleigh after completing a training course on cadet seamanship.

My niece and her mates say they were laughed at and ridiculed by the same young men and women mentioned in your "youth adventure" article.

As an ex-matelot I am amazed that these so-called men and women were allowed to jeer at disciplined personnel while in the confines of a naval establishment.

Some form of discipline should be introduced, because when they see youngsters under naval control, marching and respecting the uniform they are wearing, these "YATS" try to humiliate them.

The Sea Cadet Corps girls being a disciplined body had to march from billet to classrooms, which is the usual procedure in a naval establishment, but they could have done without the "YATS" cavorting in their wake.

It is unfortunate to see Government-sponsored yobos, who have no interest in the Service or any service, being allowed to behave like this. — R. F. Williams, Bexleyheath, Kent.

● **The Youth Adventure Training Officer at HMS Raleigh comments:** "With something like 1,500 'YATS' and over 2,000 Sea Cadets passing through the establishment since the beginning of May there are bound to be some minor incidents and name-calling — we can't win them all!"

By way of an interesting

exercise, Raleigh has sent Navy News copies of a small selection of letters received from the "YATS" — all highly appreciative.

Four are from girls, and one writes: "I would recommend the course to anyone. It has given me more self-confidence, making me more aware of who I am as a person, trying things I would never have attempted before and straightening out what I want out of life."

Very able goat . . .

I WAS delighted to see the photograph of Able Goat Wellington in the July edition of Navy News.

Noting the doubts as to his parentage I can tell you that I bought him from the Bruton School for Girls in 1972. He was then a tiny kid, one of the first offspring from a pair of goats the school were keeping.

I christened him Wellington, and he "kept" part of my

garden for me at my cottage near RN air station Yeovilton, then lived at married quarters in Wyke Regis where he nearly died after eating rhododendrons. Clearly he has suffered no lasting effects since he is obviously about to eat his request form in your photograph.

He was normally very good-natured with me, came for walks with our dog, loved head-

ing a football thrown at him, and even ran in the dogs' race at Portland Families Day.

In mid '75 I presented him to Osprey when I left to work in London and could not guarantee suitable accommodation for him.

I am grateful to all those who have looked after Wellington in the intervening years. — Vernon Phillips Cdr. HMS Cochrane, Rosyth.

Acorn heads!

MY COMPLIMENTS to R. Rimmer (July edition) in his expression of concern over the Wolsley helmets worn by our Royal Marines bandsmen (and may I add the lot of all bootnecks on ceremonial order).

But let him not be worried. I know it's a bit tricky and all that but the Royal is trained to overcome hardship. If the Pongos wish to wear something that makes them look like they have heads like acorns with the top of a park fence sticking through them, that's their pigeon. — R. A. Wrenn, Kemnay, Aberdeenshire.

LETTERS TO THE EDITOR

BIT OF A TIFF OVER A TITLE CHANGE

I NOTE that mechs and tiffs are on the road to change again (July issue). If we must change to keep pace with the times, then change we must, but I am afraid that Flag Officer Inventor of Names and Titles for the RN fills me with despair.

It is not unknown that from time to time mechs and especially tiffs are the subject of messdeck jokes, and it is only to be expected, but, my dear sir, you really have given them some fuel for the fire.

Our new titles are LART, PROBY PO ART, A/PO ART, PO ART, CPO ART, CC ART

and FC ART, but how long before they get reduced to LART, PART, CART and FART?

Now would it not have been much simpler to call us Tech 3, Tech 2, and Tech 1? After all, we are technicians. — AEA2(M) Collar, Culdrose.

Mech's pride

I READ with some concern the plan to scrap the "Mech" title.

What on earth is happening to our modern Navy? I feel sure that present mechanics view this forward(?) step with horror, as I and I am sure all my many former friends and colleagues of my era of mechs do.

We were proud to be called mech, and as the very first mechanic to be an instructor at HMS Ganges I was called "Mech" by officers and fellow instructors alike.

Both ashore and afloat we were proud to show we had started life as engineering mechanics and not as boy artificers. We fought to be recognised and were proud to display our specialised badges until on receipt of trade pay we had to "take them down."

I feel that abolishing the title mechanic is a retrograde step, regardless of all the excuses of common training etc. I was doing the same work as a tiff in 1954.

It will be a sad day for the Royal Navy and for me when the title mechanic is ended. — G. L. Haisell (former chief mechanic), Orpington, Kent.

In the beginning

IT IS interesting that artificers can trace their ancestry to Genesis 4 verse 22, and that Tubal Cain was an "instructor of every artificer in brass and iron" in what must have been an early HMS Fisgard.

The Royal Naval Engineers' Benevolent Society's crest has the name Tubal Cain at the bottom, and the words, "We harness the forces of nature for Queen and country," around the crest. The society was founded, I think, in 1869. — Edward Osborne, Newton Abbot, Devon.

An insult

CONCERNING new titles for mechanics I must write to raise the following three points which a number of ratings of mechs' course disagree with:

a. The majority of ratings on mechs' course have done about ten years in the RN, and then at the end of a two-year course to be called a probationary petty officer is an insult.

b. A petty officer mech has

Why not just technicians?

YET AGAIN it would appear that autocratic decisions have been made without even an attempt at consultation. I refer to the decision to lump together the mechanic and artificer under the generic term of Artificer.

Bearing in mind the stated objective of the Service to present a modern image (e.g. new uniforms, abolition of the tot), it seems strange that given the obviously urgent need to change something, (anything!), the decision was made to standardise with the term "artificers".

The justification for title changes in the past has been the need to make the title more descriptive of the job, which begs the question, descriptive to whom? Not to uniformed personnel, surely.

Years ago everybody in the ship knew that, for example, an REM worked on anything and everything electronic, not just radios. A stoker, as he was called by all and sundry, did not stoke.

INTENSE RIVALRY

Thereafter I assume the object is to make the title descriptive to the general public. Try, then, asking the average citizen what he understands by the term artificer. He will think of Victorian craftsmen, stone-masons, makers of artifices, maybe just another name for an artisan. Hardly indicative of the work done by the skilled man in today's Navy.

Then, of course, there is the intense, mainly friendly, rivalry between the mechanic and the artificer (the worldly-wise vs the schoolboy), which, it appears, has been resolved by a bureaucratic capitulation in favour of the "Tiff". Nobody even told us that the match was being played!

However, given that our superiors have decided that for some aesthetic reason it is desirable to standardise, why not make the title truly descriptive. The term "technician" is in popular usage, it is acceptable to both artificers and mechanics, it equates with the standard of training given and recognised by the Technical Education Council (TEC), and it SOUNDS good.

It is perhaps too much to hope that the unilateral decisions could be changed and this is to be much regretted by many mechanics positively injured by the many changes thrust upon us over the recent years.

TOO SIMPLE

I was once an REM, rising to POREL until I saw the light. Both titles rolled off the tongue, as did R. Mech. But this was too simple, thus it had to be changed to RE Mech.

This still sounded reasonable so the ruling phonophobes changed this to REM and compounded the philistinism by introducing 'buzzword' suffixes.

I now wallow in the full title of Chief Weapons Electrical Mechanician (Action Data, Communications and Electronic Warfare)!

This time next year I could have been a C.Art, but due to promotion I am about to acquire a somewhat laudatorial acronym but at least descriptive of my opinion of those who believe that management requires change for its own sake.

The Chief Stoker has preserved his title de facto and I, and many of my colleagues, shall continue to be Mechs. — M. J. Sweeney, Chief R. Mech., ASWE.

more experience than a petty officer tiff and he is given more responsibility in the Fleet. I am certain that if the new titles are introduced, ships will still want to know if a rating is a real tiff or a mech.

c. Once being rated a proba-

tionary PO ART, will it mean you can be busted below PO?

If we must keep changing our titles to keep someone in a job, why not keep PO tiffs and mechs, and upon picking up our buttons be known as electrical technician (weapons) or (radio). — PO.

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LETTERS TO THE EDITOR, NAVY NEWS, BARHAM

Jack

BY TUGG



Help for Ardent valued

WHEN the survivors of the Ardent, Antelope and Coventry arrived home on the QE2 we were given a welcome we will never forget. Since then this scene has been repeated many times as our weary but triumphant Task Force comes home.

By now, like myself, the survivors from all three ships will be newly kitted-out with uniforms and documents. This process is not a very pleasant one as most people will remember from their new entry days. But because of the helpfulness and good humour of the stores accountants, writers, regulating petty officers, leading regs etc., it was made easier.

To them all I say: you have not been forgotten and all your hard work has been and will always be greatly appreciated. They are only two small words, but I say them with all the sincerity in the world. THANK YOU. — Richard Gough. PO(M) Ex-HMS Ardent.

Thanks . . .

MR. AND MRS. L. Forster, of 1, Eldon Drive, Haraby, Carlisle, CA1 3RS write to express thanks for the great welcome accorded to them and their son Raymond aboard HMS Belfast.

Raymond, aged ten, has a collection of items which he puts on display to raise money for charities, and he was able to hand over, aboard the Belfast, a cheque for £60 towards the South Atlantic Fund.

Now he has an addition to his collection — a crest of the Belfast, which was presented to him. He would welcome more tallies and crests.

HMS GLAMORGAN operated in the Falkland Islands Task Force for three months, during which time the ship received countless letters of support from people all over the United Kingdom and from abroad.

It was not possible during this operation to reply to all the letters. I would like to thank all who have written, for their good wishes and support for what we have been doing. — P. A. W. Raine (Lieut. Cdr., RN), HMS Glamorgan.

I WOULD LIKE to thank the many people for the very enjoyable Families Day given by HMS Excellent for HMS Cardiff. — Mr. and Mrs. S. W. Miles, Orpington, Kent.

NORLAND, YOU'RE MARVELLOUS!

WE WOULD like to bring to everyone's attention some facts about mv Norland. This marvellous vessel carried Paras (Colonel H's men) to the Falklands; was the first non-RN ship into Falkland Sound (in fact she had to wait for some warships); it was troops from the Norland who put the first boot ashore on May 21; and she had at least five days in Bomb Alley under air attack.

While under attack her remaining troops lined the upper deck and with SLRs, SMGs and other small arms fired at any passing Skyhawks: they claimed a share of one of the enemy aircraft.

When the Antelope survivors embarked in the Norland they were looked after wonderfully and cared for by her generous people; they ensured that we were happy and relatively comfortable.

Norland's signal to Fearless on the night of our loss — "Have beds, hot meal and a cool beer for all Antelopes" — summarised their kindness and warm-heartedness. We spent three marvellous days in the Norland and we were in a much better frame of mind when we left her.

We know that since disembarking, she has taken Gurkhas to the Falklands, prisoners-of-war to Argentina and doubtless many other passengers of all descriptions.

While we were on board the possibility of renaming her Snug Bar "The Antelope Bar" was discussed.

In short, we owe them a great deal and all Antelopes are very grateful indeed to Capt. Ellerby and all the crew of his ship. — Nicholas Tobin. Cdr. On behalf of all Antelopes.

Warship weeks

A THOUGHT after the Falklands war: why not revive the wartime idea of holding Warship Weeks again?

I for one would with pleasure contribute £1,000 to any fund to build more vessels.

Let us make the best motivated force in the world also the best equipped. — Richard Robinson, South Africa.

Longest sortie?

I NOTICE in the July Navy News a claim by 824 "A" Flight to the longest sortie in Operation Corporate (the Falklands operation).

I have pleasure in being able to refute this claim and establish that on June 10 a Sea King of "C" Flight flew a Vertrep sortie in San Carlos Water for ten hours without crew change.

The sortie was in support of HMS Fearless and nearby land forces. The crew of the aircraft were Lieut.-Cdr. Roger Harrison, Lieut. Jerry Betteridge, Sub-Lieut. James Tobin and LACMN Pete Leonard.

Can anybody beat that? — Roger Harrison. Lieut.-Cdr. 824 Squadron "C" Flight, BFPO Ships.

Small-ship salute

SHEFFIELD, Tristram, Galahad, Glamorgan . . . all are now as much household names as Hermes, Invincible and QE2, and all of Britain are proud of them and the men (and women) who sailed with their ships to the South Atlantic.

But what of the armada of small ships which sailed with the Fleet, of which they were an integral part?

To quote an example, the RMAF Typhoon, an ocean-going tug from Portland, with 30 men from Weymouth and Portland aboard her, was the first to leave for Ascension Island. In the time she has been away she has never had a mention.

May I take this opportunity to salute all the small ships which helped in the fight to free the

Tomorrow's news

LOOKING BACK to the Navy News issue for July 1981 I noticed an interesting little item which read as follows:

"Task Groups to Resume. From 1982 onwards it is intended to resume the practice of sending a substantial naval task group on long detachment for visits and exercises in the South Atlantic . . . It is planned to make particular use of the new carriers, with Sea Harriers and helicopters."

Furthermore, under Ships of the Royal Navy in December 1981 you wrote "Speeding to a Brilliant career," and judging by reports from the Falklands that was an equally accurate prediction for the Type 22.

Have you any predictions in mind for the near future? — A. B. Ratcliffe, Peterborough.

● No more predictions for the moment. We don't want to make Old Moore's Almanac too jealous. — Editor.

Single man's lot in world terms

AS A FELLOW bachelor I offer "Disgruntled Apollo" (July issue) some alternative (and I hope more cheerful) ideas, safe in the knowledge that I cannot be accused of bias.

He quite rightly highlights some of the apparent anomalies in the time-honoured single man/married man allowance debate.

While I feel that it is right that we should devote some of our time to resolving our in-house difficulties, we should however never forget that each one of us (from the most junior new entry to the most senior Admiralty Board member)

already enjoys a material standard of living which is, in fact, so lavish in world terms as to be totally beyond the comprehension of three out of four of the world's population.

I am not simply suggesting that we therefore sweep issues under the carpet. However, when addressing ourselves to our own particular circumstances, and especially when looking for more icing on the financial cake, is it not perhaps incumbent upon us all to pause and reflect that fortune has already been very generous to each one of us? — P. M. Cunningham (Lieut.-Cdr.), Phoenix NBSD School Portsmouth.

AS A SINGLE LMEM(M) buying my own house outside the Portsmouth area I am paying the cost of getting to and from work every day (no home-to-duty allowance) plus the usual costs of running a home.

Near to me is an LMEM(M) married, doing the same travelling as me, but he gets home-to-duty allowance every month.

Our ship is going to Plymouth for a long refit, and this means living in barracks. I will pay food and accommodation charges during the refit. He will pay nothing (or a token amount) and will get 12 travel warrants to my four.

The single house owner should get the same "perks" as the married man. Why should I go broke because I want to buy my own house before getting married? My PO said, "It's your fault for not getting married!" — Single Man.

And you're all right too, Jack!

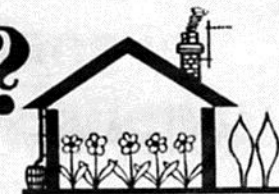
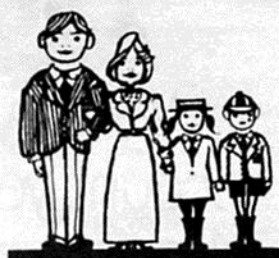
I HAVE NOT seen any letter of appreciation of the cartoon "Jack" by Tugg which appears in Navy News. This is one of the first things I turn to and it never fails to produce a chuckle.

I feel sure that many of your readers will join me in congratulating the artist on producing regularly a cartoon that is so typically "Navy". — David White. Lieut.-Cdr. RNR (retd.).

Falkland Islands. — Jill Court, Portland.

● This correspondent proudly adds in a footnote to her letter, "My husband is the chief catering officer on board the Typhoon." Navy News says, "Good for you Jill", and is pleased to print her tribute (and reminder).

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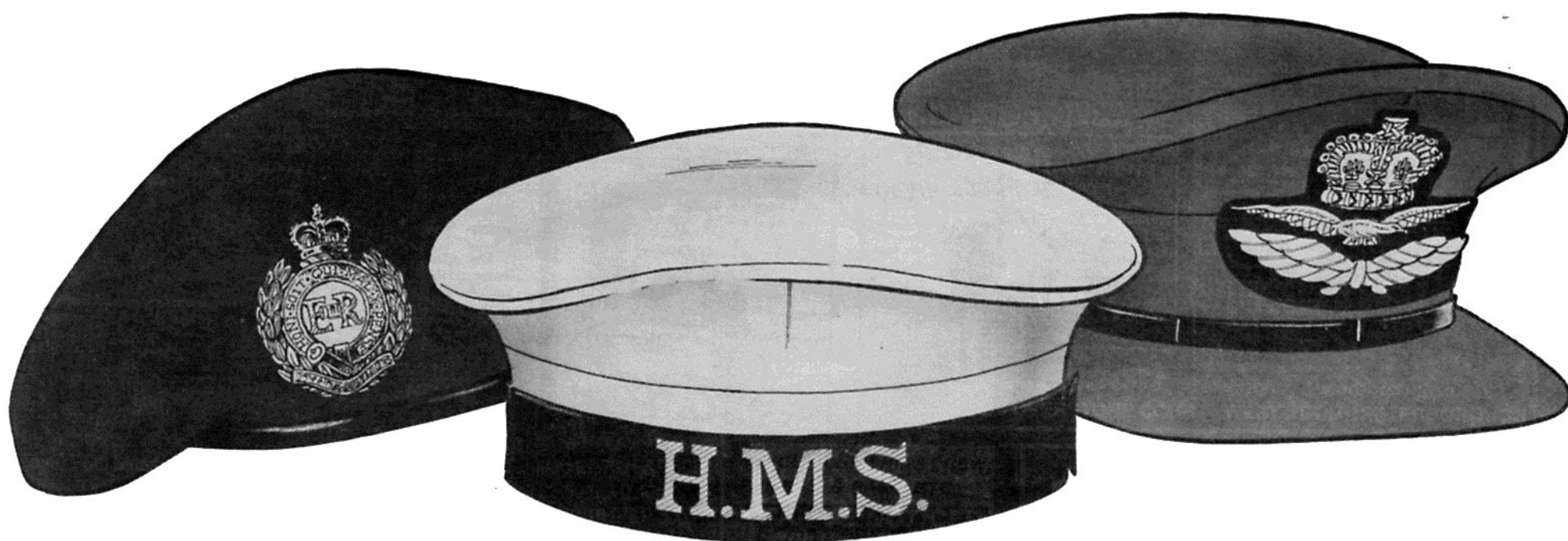
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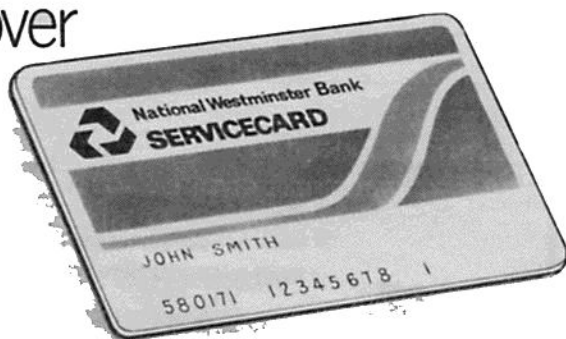
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PRIZES OF WAR ON SHOW AT NAVAL BASE OPEN DAYS

CAPTURED Argentine weapons and equipment are on show to the public at both Portsmouth and Plymouth naval base open days over the bank holiday weekend August 28 to 30.

Portsmouth's "prizes" include Chinook and Puma helicopters which arrived back in the UK on board the Tor Caledonia. Captured at Stanley, the two helicopters are being examined at the RN aircraft yard Fleetlands.

The organisers were also hoping to "borrow" a Mercedes field car and a field kitchen for the display. Men of

the 2nd Battalion the Parachute Regiment, including two Paras wounded at Goose Green, are on duty to guard the aircraft.

At Plymouth, visitors can see "Falklands Floosie," an enormous 155mm gun that was used against British troops. Floosie, and other artillery pieces, were captured by 29 Commando Royal Artillery.

The Nuclear Submarine Refit Com-

plex at Devonport is open to visitors for the first time, and Plymouth Open Days also features a static display by the Royal Marines — including a "yomping" pack which the curious can try to lift.

As a result of the Falklands conflict and the shortage of sailors on duty in the dockyards, visitors may not board ships as they do in normal Navy Days. However, there are many

ships that saw action off the Falklands alongside at both Portsmouth and Plymouth.

Entry charges are 70p at Portsmouth and 50p at Plymouth (children 30p at both). Parking is free at Plymouth, but cars at Portsmouth will be charged £3 and coaches £18. Gates open at 10.15 am and close at 5 pm. All proceeds go to naval charities.

APPOINTMENTS

Adml Staveley to be next C.-in-C. Fleet

VICE-ADMIRAL Sir William Staveley, Vice Chief of Naval Staff, is to be promoted Admiral in October and is to be Commander-in-Chief Fleet in succession to Admiral Sir John Fieldhouse.

The appointment, which he takes up in October, carries with it the posts of Allied Commander-in-Chief Channel and Commander-in-Chief Eastern Atlantic Area.

Admiral Fieldhouse becomes First Sea Lord and Chief of Naval Staff in December.

Vice-Admiral Staveley (53), who joined the Royal Navy in 1942, is the son of the late Admiral C. M. Staveley and a grandson of General Sir Charles Staveley and Admiral of the Fleet Sir Doveton Sturdee, Bt., of First World War Battle of the Falkland Islands fame.

He served as flag lieutenant to Admiral Sir George Creasy in HM ships Indomitable and

On promotion to captain in 1967 he became Assistant Director of Naval Plans, after which he commanded HM ships Intrepid and Albion, later returning to MOD as Director of Naval Plans.

Promoted rear-admiral in 1976, he became Flag Officer Second Flotilla and subsequently Flag Officer Carriers and Amphibious Ships, then Chief of Staff to Commander-in-Chief Fleet in 1978.

After promotion to Vice-Admiral in 1980 he was appointed Vice Chief of Naval Staff and was awarded the KCB in the 1981 Birthday Honours. He is a Younger Brother of Trinity House.

Other appointments recently announced include:

Capt. N. C. H. James, Senior Naval Officer Falkland Islands and Officer-in-Charge Naval Party 1242, July 12 1982.

Capt. W. Erskine, Naval Ship Production Overseer Scotland and Northern Ireland, September 3 1982.

Capt. B. N. Wilson, Director Naval Plans, December 24.

Capt. M. C. Boyce, Brilliant in command, January 3.

Capt. J. F. S. Trinder, Naval Assistant to Chief of Naval Staff and First Sea Lord, January 11.

Cdr. B. B. Perowne, Alacrity in command, June 30 1982.

Cdr. C. W. Pile, Arrow in command, August 3 1982.

Cdr. C. K. D. Cobley, Cardiff in command, August 24 1982.

Cdr. A. N. Law, Minerva September 14 and in command.

Cdr. R. St J. S. Bishop, Aurora September 14 and in command.

Cdr. N. R. Essenhigh, Nottingham in command on commissioning for trials and service, September 19.

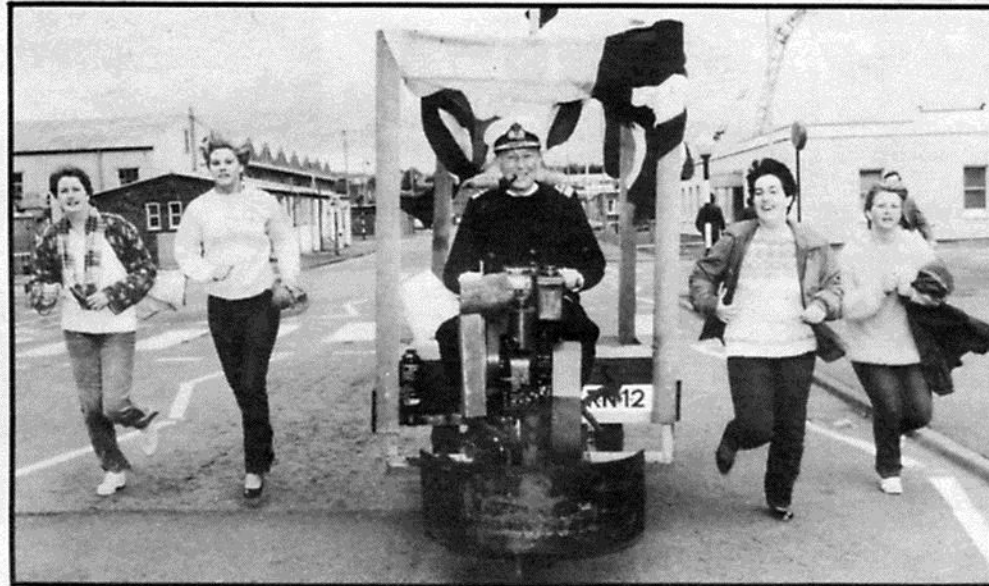
Cdr. R. J. Bradshaw, Repulse (Port) in command, December 21.

Cdr. N. D. V. Robertson, Spartan in command, December 14.

Cdr. D. P. B. Ryan, Commander SM2, December 20.

Lieut.-Cdr. R. E. Wilkins, Crofton in command and in command RN Permanent Staff Tyne Division RNR, November 2.

Lieut. S. A. Thomas, Brinton December 14 and in command.



How to keep up with an admiral!

ROSYTH's Port Admiral gives the Wrens the run-around during his whistle-stop tour of the dockyard.

Rear-Admiral John Warsop was adding his weight to the raffle held in conjunction with an open day and Rosyth naval bazaar at HMS Caledonia. Keeping up with the admiral are (from left) Wrens Marion Smith, Karen Melbourne, Rosalind Costello and Susan Dormer.

The open day, which replaced the cancelled Navy Days, attracted 3,500 people and raised £9,500 for local and naval charities. A South Atlantic Fund collection, based on a display of photographs of the Falklands Conflict, raised £230.

OBITUARY

J. G. Browning, Cpl. RM. Drowned, Falkland Islands, July 11.

Rear-Admiral Henry Hogger. Former manager, Portsmouth Dockyard engineering department, and director, Production and Support Dockyards. Won DSC during Battle of Crete. Aged 75.

Rear-Admiral Laurence Boutwood. Served HMS Neptune at Jutland, held senior naval supply posts after Second World War. July 29, aged 83.

Lionel (Darkie) Rowe. Ex-CPOCK. Last ship Falmouth. Died Portsmouth, August 1, aged 53.

Return to Edinburgh

DIVERS who salvaged £40 million in gold bullion from the wreck of HMS Edinburgh in the Barents Sea last year are planning to return to the ship to raise more gold remaining in her bomb room, it was announced early in August.



Admiral Staveley

Vanguard; as first lieutenant in HMS Cavalier during the British "H" bomb tests at Christmas Island; and commanded minesweeper squadrons during the Brunei rebellion and the Malaysian emergency.

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Recruiting figures plummet

STRENGTH of the Royal Navy on March 31 was 65,104 — more than 1,200 down on last year. The Royal Marines figure was 7,890, about the same as a year ago.

With the level of people staying in the Services as a whole remaining high and recruitment restricted in line with Government policy, overall intake in the last financial year was 55 per cent below 1980-1.

RECRUITS

Just over 5,700 left the Royal Navy in 1981-2 compared with 7,341 in the previous year. There were 386 recruits between January and March 1982 as against 2,608 in the same period last year.

No female officers at all joined the Service in the first quarter of this year.

Total Navy intake for 1981-2 was 3,805, compared with 9,088 for the previous year, with high retention levels and new manpower requirements among the governing factors.

Porpoise present

HMS PORPOISE's honours board has been presented to the Warrant Officers' and Chief Petty Officers' Mess in HMS Dolphin to mark the 25th anniversary of the mess. The Porpoise, also in her 25th year, has been placed on the disposal list for scrap. She has been alongside in Dolphin to de-store and de-equip.



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Now for 'The Force After the Force ...'

BY THE time HMS Invincible returns to Portsmouth in mid-September, she will have spent more than 160 days at sea and will be among the last of the original Falklands Task Force to reach the UK.

Until late July, when the ship's company enjoyed their first Sunday off since arriving in the South Atlantic, she had not seen land for three months. Now she has been relieved by her sister-ship HMS Illustrious, which has taken over as flagship from HMS Bristol.

The Illustrious leads a substantial group of warships and merchant vessels which have been dubbed "The Force After the Force." Among them are HM ships Birmingham, Southampton, Brecon, Battleaxe and Danae, and the merchantmen Tev Rangatira, Astronomer and Strathewe.

Shark fishing

Before taking up her picket duties, the Birmingham stopped off at Ascension Island where her ship's company indulged in horseracing and shark fishing, and played soccer against a team from the Southampton.

The Brecon, the first "regular" MCMV to be deployed to the South Atlantic force, arrived at Port Stanley in July after a remarkably good passage — 1,000 miles of flat calm seas.

With Naval Party 2070 on board, the "short haul" car ferry Tev Rangatira reached the Falklands in July. She disembarked men of the Royal Engineers who were dispatched to rebuild Port Stanley Airport and provide permanent accommodation ashore for the troops.

'Hotel ship'

Until that is completed, the Rangatira is acting as a "hotel ship" for men ashore. Senior naval officer on board is Cdr. David Lines, leading a party of 60 Royal Navy men. The Merchant Navy complement numbers 80 and the passengers included 20 servicewomen.



The Strathewe has on board NP 2150, while the Astronomer — nicknamed "HMS Incredible" by her ship's company — is supported by NP 2140.

The Astronomer's task is to support Wessex helicopters ashore and to act as a rest and recuperation ship. Members of the ship's company have taken helo trips ashore to see the sights in Port Stanley and have mustered what they describe

as a "dynamic" soccer team to play other ships and servicemen ashore.

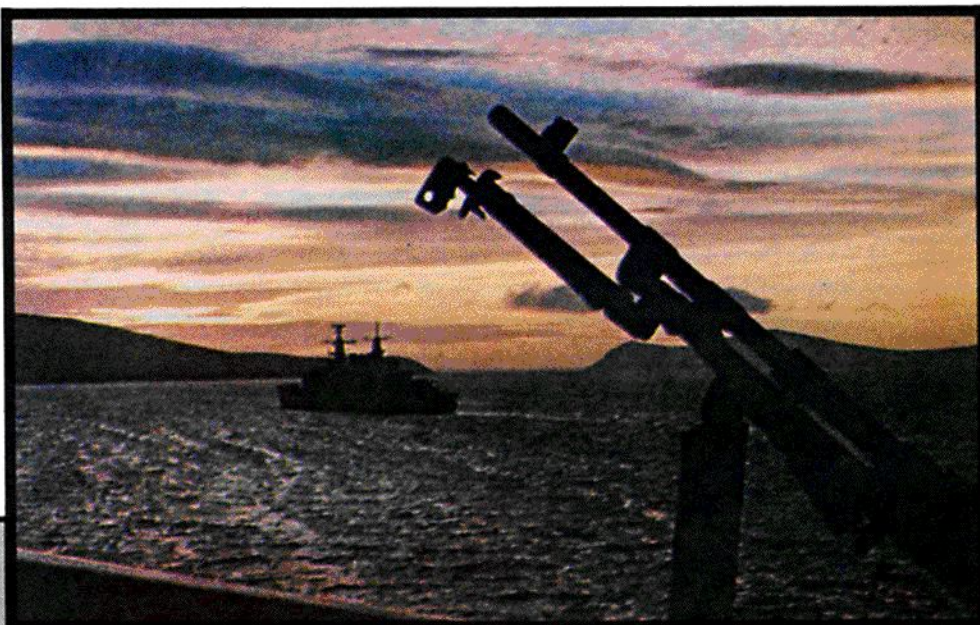
Falklands "veteran" St Edmund, a British Rail ferry, docked at Puerto Madryn in July with the last batch of 593 Argentine prisoners. After instructing the prisoners to prepare to disembark, the interpreter, Lieut.-Cdr. John Hart (NP 2060),

Calm and collected

HOSTILITIES may be over, but the weapons of war remain alert in San Carlos Water. This study, above, of HMS Broadsword against a Falklands sky was taken from HMS Glamorgan's bridge wing by her navigating officer, Lieut.-Cdr. Ian Inskip.

Left: With the uneasy waters of the Falklands far behind her, the Broadsword enters Gibraltar, pictured by LA(Phot) Danny du Feu.

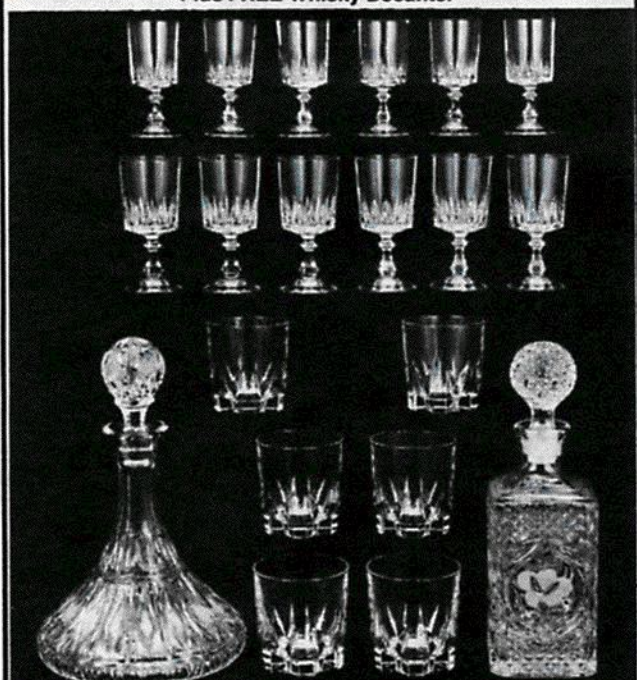
One of the holes caused by an Argentine bomb is covered by a square patch just below her flight deck.



added over the loudspeakers: "Remember Sealink sets you free."

● HMS Illustrious's plan for a formal Commissioning Week and open day in November, to which old Illustriouses were invited, has had to be postponed as a result of the ship's South Atlantic deployment. However, it is hoped to hold the open day some time next year.

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Prize crew marches in

ALL but one of the five trophies in the inter-command field gun competition have been won by the Fleet Air Arm. They almost scooped the pool with a record-breaking series of runs during the 16-day Royal Tournament at Earls Court.

They brought home to HMS Daedalus:

- The Aggregate Cup by running 31.2 sec. faster than the previous record of 45 min. 39.9 sec. set up by the FAA ten years ago.

- The Fastest Time Cup for the fastest single run — in the FAA's case just 1.5 sec. outside the record time established by Portsmouth last year.

- The Points Cup won with a total of 30 points — six ahead of Devonport and 12 ahead of Portsmouth.

- The Copenhagen Cup for B crews. The Fleet Air Arm's B men ran the two fastest times on home ground before the Tournament.

Portsmouth win

One prize that the FAA didn't get was the Britvic Trophy, awarded to Portsmouth for the lowest time penalty points. Their four seconds halved the previous record.

This year's victory was timely, for the Fleet Air Arm crew were chosen to take part in a parade of naval and military Freemen of Gosport to celebrate the town's 60th anniversary of its gaining borough status.

Also taking part were men of HMS



The victorious Fleet Air Arm Field Gun crew march through Gosport during the borough's 60th anniversary.

Daedalus, HMS Dolphin, HMS Sultan, RN Hospital Haslar, the Royal Marines Band of the Flag Officer Naval Air Command and the combined Volunteer Bands of the establishments involved. The Mayor, Mrs. Audrey Pearce, was accompanied on the saluting dais by

FONAC, Vice-Admiral Sir John Cox.

Other flag officers present were Rear-Admiral J. R. Hill, Flag Officer Admiral Interview Board, and Surg. Rear-Admiral E. E. P. Barnard, Surgeon Rear-Admiral Operational Medical Services.

AIR DAYS FLY HIGH

**'AGAINST THE
ODDS' IT'S:
RECORD CROWDS
RECORD PROFITS**

FRESH from their victories in the South Atlantic, the Fleet Air Arm has chalked up a remarkable success on the flying fields of Britain.

In a record-breaking season of air days at the four naval air stations, they have drawn crowds totalling 100,000 and raised nearly £90,000 for RN charities.

Their run of hit shows — which culminated on July 31 with a gate of almost 42,000 at Yeovilton — has won praise from the Flag Officer Naval Air Command, Vice-Admiral Sir John Cox.

In a signal to the stations he said: "Thank you and congratulations on a most successful air day season. The weather has been kind and the crowds have been plentiful, but I am well aware of the extra burden this has placed on your already depleted manpower."

"In the absence of Navy Days, the Naval Air Command has made a profit of nearly £90,000 for naval charities. Well done all concerned."

The string of successes began at HMS Gannet (Prestwick) on June 5 at the height of the Falklands operation. With masterly understatement, Gannet describe the event as being held "somewhat against the odds." Nevertheless, it was their most successful air day so far, attracting a crowd of 12,000 and a profit of £6,500.

Sea Kings

Entertainment included sideshows, a fairground, a static including display by a Wessex helicopter, a Royal Marines assault and a two-and-a-half-hour flying display — highlight of which was the contribution by Sea King helicopters of 819 Squadron.

With naval aircraft still in short supply, the show at HMS Daedalus (Lee-on-Solent) on July 17 was stolen by the RAF's Red Arrows aerobatic team and Falcons parachute team.

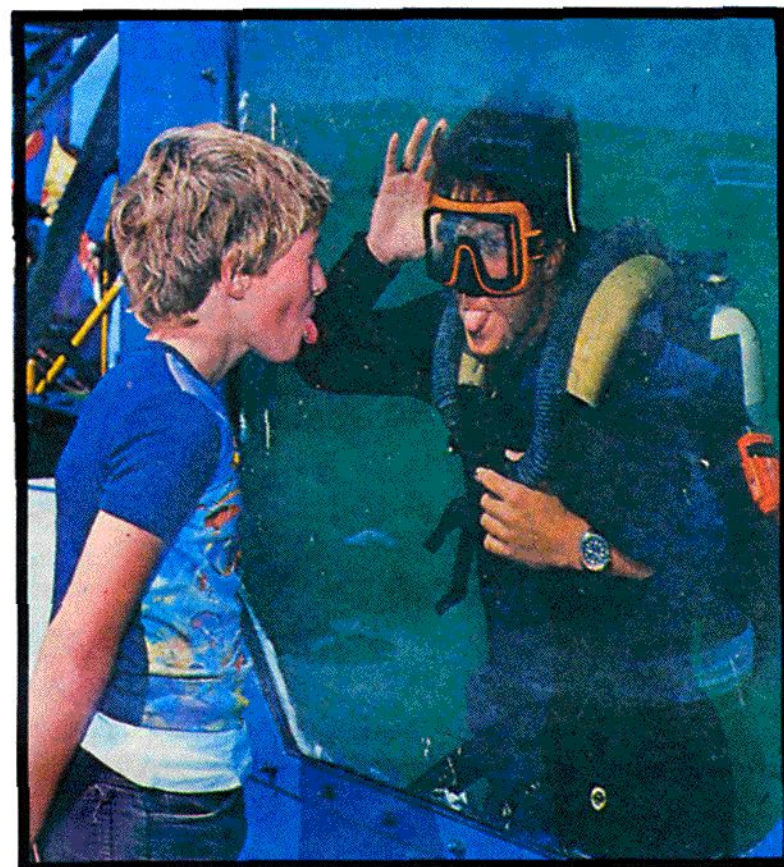
Naval contribution included a demonstration in a glass-sided tank by Daedalus's diving section, helicopter trips over Gosport and music from the Royal Marines Band of the Commander-in-Chief Naval Home Command. More than 14,000 people turned up and over £8,000 was collected.

Pucara

On July 28, Cudroze benefited from the early return of some of their aircraft — plus an Argentine Pucara — to enthrall a crowd of more than 30,000.

The Red Arrows were again among the stars, but so were Royal Navy Sea Harriers, the RN Sharks display team flying Gazelle helicopters and a Sea King which had taken part in the South Atlantic campaign.

Also on show were Swordfish, Sea Fury, Firefly and Sea Hawk aircraft from the RN Historic Flight. That day



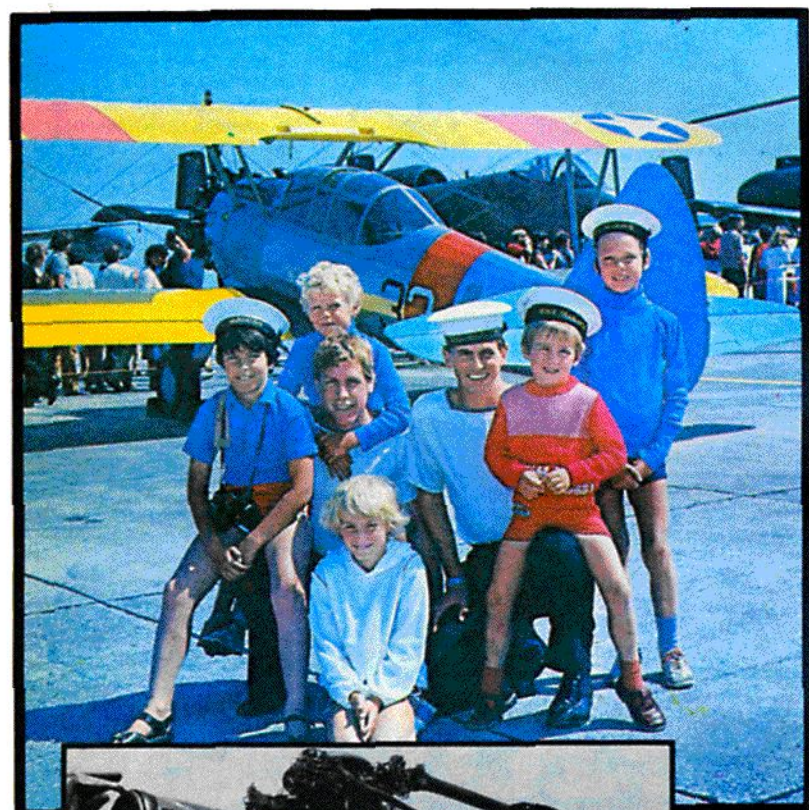
A tongue-in-cheek display at Cudroze's glass-sided diving tank.

Cudroze grossed more than £30,000.

Three days later Yeovilton provided the grand finale to the season, breaking all records with a crowd of 41,874 and profits for charity of more than £50,000. Besides the usual displays, added interest was aroused by aircraft fresh from the Falklands battlegrounds,

including an Argentine Agusta helicopter brought back in HMS Fearless by 846 Squadron.

A grand raffle raised over £6,000. Prizes included a portable video system worth over £1,000 and donated by HTV, and a cruise on the QE2.



Focus on Cudroze Air Day:

ABOVE, Some young visitors to the show meet the Navy in the historic aircraft display area.

LEFT, Birmingham Air Training Corps cadet Richard Guy (14) tries his hand at a captured Argentine rifle, supervised by Lieut. Philip Taylor of 825 Naval Air Squadron.

BELOW, Going flat out ... HMS Collingwood Volunteer Cadet Force Field Gun Crew show their paces.

Pictures: LA(Phot)
Andy Reekie



Falklands display opens at museum

CAPTURED Argentine aircraft are among the items on show at a new exhibition set up by the Fleet Air Arm Museum, Yeovilton.

An Agusta helicopter and a Pucara ground attack aircraft are on display alongside the Wessex and Wasp helicopters which took part in the crippling of the Argentine submarine Sante Fe off South Georgia.

Also on show are an Argentine jeep and weapons, and a range of British weapons of the types used in the campaign. The exhibition, which is growing daily, is expected to be complete by Easter.

Appeal

The public officer of the museum, Mr. F. R. Veal, has appealed for any equipment, damaged material, uniforms, badges, documents or leaflets which would help to present the full story of the conflict. He can be contacted at RN air station Yeovilton, Somerset BA22 8HT.

In addition the museum now has on display a visitor-operated



Helicopters which saw service in the Falklands Conflict re-enact their role for the 41,000 visitors to Yeovilton Air Day.

Picture: RN air station Yeovilton.

action diorama of the air attack on the Italian fleet at Taranto in 1940. Entrance to the show "Wings Over the Sea" is provided by a bulkhead door from the old aircraft carrier HMS Bulwark, now laid up in Portsmouth Harbour.

Backwards, sideways to the rescue . . .

THE SIGHT of msv Stena Seaspread steaming backwards, forwards and sideways around the South Atlantic became a familiar — and welcome — one for battle-scarred Royal Navy warships in and around the Falklands.

The powerful oil industry diving and support vessel, capable of 4½ knots sideways, was requisitioned as a heavy repair ship for the Falklands and despatched south just after Easter.

When she returned to Portsmouth on August 18 it was as one of the unsung heroes of the naval campaign. She carried out battle damage repairs to 11 ships, did routine repairs on another 24, and attended four captured Argentine vessels.

Master of the vessel, Capt. M. Williams, embarked Naval Party 1810 under the command of Capt. Paul Badcock RN. The party of 160 men consisted of Marine and Weapon Engineering Branch officers and ratings, a Supply and Secretariat team, and a medical officer and leading medical assistant. Liaison between Royal and Merchant Navies was looked after by the first lieutenant's team of seamen and communicators.

After a four-day "refit" at Portsmouth, Stena Seaspread sailed for Ascension Island, where her first customers included the ill-fated HMS Ardent and HMS Antelope.

Next stop was South Georgia, chosen as the Task

How Stena Seaspread went to war

Group's repair base. Teams set to work in the abandoned whaling stations at Leith and Stromness Bay, where there was a wealth of ship repairing material and equipment lying about.

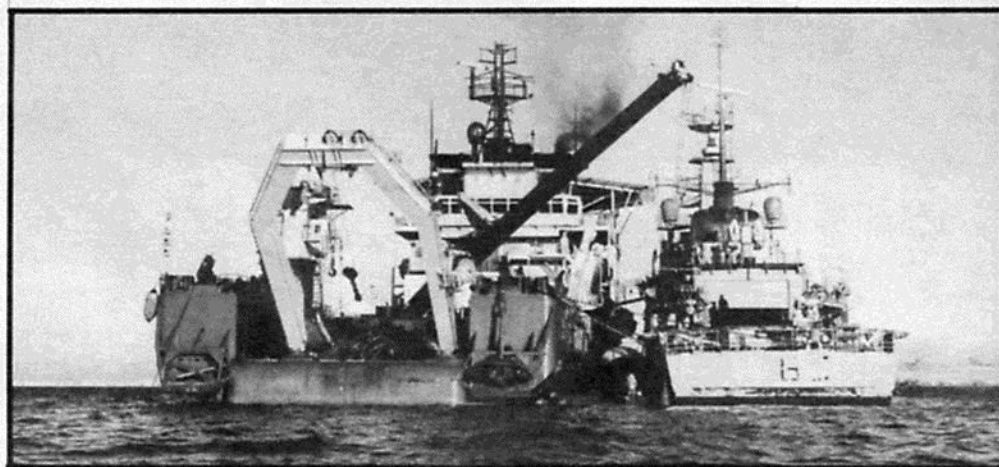
But as the crisis developed it became clear that the repair team would need to be closer to the Battle Group, resulting in a move to a patch of ocean known as TARA (tug and repair area) on the edge of the Total Exclusion Zone, and later to TRALA (towing, repair and logistic area).

It was at TARA and TRALA that Stena Seaspread's war really began, repairing battle-damaged ships at sea in frequently dangerous sea and weather conditions.

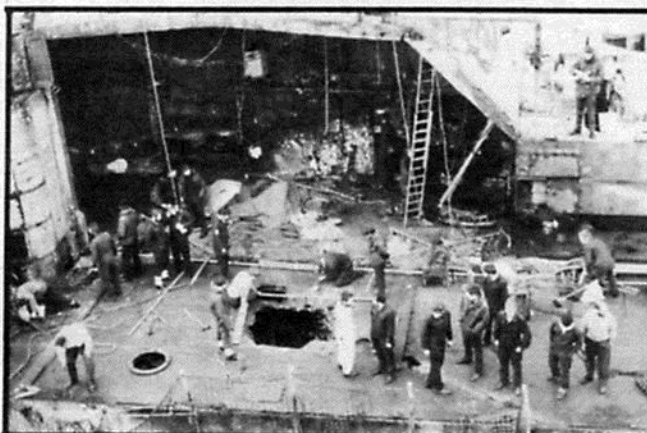
Teams were despatched to Bomb Alley to carry out repairs and maintenance while the battle raged about them. Their brief was to get the ships back into the fight, or make them sea-worthy for the long haul home.

Two repair jobs of the many tackled by Seaspread during this period stood out. HMS Plymouth was returned to battle just four days after being hit by three bombs. Her company lined the ship's side in a moving gesture of appreciation to the Seaspread.

Much effort went into re-establishing the integrity of HMS Glamorgan's hull after the destroyer was hit by a land-based Exocet missile. About 70 per cent. of the ship's galley had been devastated by the explosion, and while this was being reconstructed, the Glamorgan's ship's company was fed from Seaspread's small galley.



Above — Stena Seaspread alongside HMS Avenger in San Carlos Water to carry out a propeller blade change. The job took about a day and a half and it was snowing while the divers were working under water.



Left — Shipwrights from Naval Party 1810 embarked in Stena Seaspread work on HMS Glamorgan after she had been hit by an Exocet missile the night before the surrender of Port Stanley. The missile blew the ship's helicopter out of its hanger and destroyed most of the galley below. The picture was taken on June 13.

Admiral's Red Duster tot

EIGHTY senior rates of Naval Party 2010 on board msv Stena Inspector spliced the mainbrace in the South Atlantic on June 23 while the diving and support ship was flying the flag of FOF3, Rear-Admiral D. R. Reffell.

The senior ratings are now wondering if they are the first to receive Nelson's Blood while flying an Admiral's Flag alongside the Red Duster.

During this repair a weld was needed in a piece of stainless steel. No such welding rods were carried, so the engineers improvised by using a couple of stainless steel dessert spoons to provide the filler.

When the flow of battle-damage ships ceased, Seaspread moved into the by now calmer anchorage of San Carlos Water. Here two "firsts" were achieved as ships queued up to have defects rectified.

HMS Avenger benefitted from the first control-

lable pitch propeller blade change carried out afloat — it was snowing as divers took the blade below! — and HMS Southampton received the first Tyne gas turbine engine change at anchor.

As well as giving routine help to 24 warships, RFAs and merchantmen, Seaspread was involved in patching up the war wounds of HM ships Antrim, Glasgow, Brilliant, Argonaut, Arrow, Yarmouth, Plymouth, Glamorgan and Broadword, and the RFAs Sir Lancelot and Sir Tristram.

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Peugeot 505 Estate GL	\$7200	\$5664	£1536

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A PAGE FOR FAMILIES

Special delivery

A DELIVERY Mrs Kim James could not have anticipated — but a happy one nonetheless — as Senior Nursing Sister Barbara Trebble and Wren Sue Gibbons of HMS Seahawk, hand over her letters and her new baby Scott, who was born two days after the surrender of Port Stanley. Scott's father, LAEM Ian James, is serving with 820 Squadron in HMS Invincible.

PENSION LIMIT IS ABOLISHED

IMPROVEMENTS have been announced in short-term family pensions and children's pensions for the families of members of the Armed Forces who die in service and for the families of those who die in retirement.

The improvements operate from April 1, 1982.

The practice of limiting the total value of awards to the rate of pay or pension in issue to the Serviceman has been lifted.

At the end of the specified period for the short term pension, all who qualify will come into payment for any long-term pension for which they are eligible.

The announcement was made in DCI (RN) J 302.

Holiday bargain

A BARGAIN holiday is on offer for families of serving and ex-serving members of Portsmouth Royal Sailors' Home Club.

Between September and April (inclusive), full accommodation will be charged for the first two nights, after which a member will be charged the price of a single room in the main club, and his wife, children, parents or sisters and brothers, will be accommodated free.

Details of the offer and of new weekly inclusive charges between September and April can be obtained by writing to the Royal Sailors' Home Club, Queen Street, Portsmouth, PO1 3HS.



TASK FORCE ROUND-UP

Helping hand from Australia

IN a "hands across the sea" gesture, Royal Australian Navy wives in Brisbane decided to show Royal Navy wives in Portsmouth that their thoughts were with those grieving as a result of the Falklands fighting.

Twelve members of the Naval Wives of Brisbane Association held "cent auctions" and collected 200 Australian dollars which they sent to Portsmouth for the benefit of families of those killed or wounded in the Falklands conflict.

"We are a relatively small group and the amount is obviously not significant," said the president of the association, Mrs. Ann Owen. "But I think it will be a comfort to the wives of the Falklands victims to know that, as far away as Australia, people — including other Navy wives — are thinking of them in their time of sorrow."

Mrs. Owen is the wife of the Naval Officer Commanding Queensland, Capt. Bill Owen, a

leading authority on submarines. He transferred from the Royal Navy to the RAN 15 years ago.

Love boats

THERE have been many tributes to the capabilities of Task Force wives, but few more touching than the one paid by two members of the naval party on Ascension Island.

Since the early days of the crisis, Lieut. Mike Vogwell and LMEM(M) Mac McNamara have been driving two of the hardest-working vessels in the operation — the little Sea Riders plying between the island's jetty and visiting ships.

Their wives back home in the Plymouth area were so much in their thoughts that Lieut. Vogwell and LMEM(M) McNamara named their boats after their better halves — Maureen and Sue.

Sue McNamara has perhaps a little more to cope with than the average naval wife — a 2½-acre smallholding. But when she wrote asking whether the potatoes were ready for lifting all he could advise her was: "From 4,000 miles away, love, I have no idea!"

War poem

WE COULD not resist publishing this poem sent to us by Caroline Dickson (eight), daughter of Shipwright M. Dickson, of HMS Arrow:

*The Island of War
This is an island of war,
and this is what my Daddy saw,
he saw some penguins, some
cows and sheep
and one of the penguins he
wanted to keep.
He said that the island was
8,000 miles away
and that is all I think he wanted
to say,
but now he's coming home once
more,
he'll be able to oil the bathroom
door.*

Barbecue

OVER 500 people joined in a grand families barbecue organised by the RN air station Culdrose on July 17.

The families of squadrons and ships' companies based in the area were invited to a day of entertainment.

Navy News

No. 338 29th year

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Six go Dutch

COMMODORE Mike Simpson of HMS Nelson found himself in the role of supply officer (cash) when he handed over pocket money in sterling and guilders to six lucky children from the Portsmouth area bound for a three-week holiday in Holland.

When an organisation called International Help for Children — which normally specialises in exchange holidays for deprived youngsters from Italy, Germany and England — found it had six vacancies for a trip to Holland they were offered to children of the Task Force families.

EAGER

The children, eagerly looking forward to their Dutch treat between August 10 and September 2, are pictured when they met Commodore Simpson at HMS Nelson on the eve of their departure.

They are Pamela Clayton, daughter of PO(M) Richard Clayton (HMS Broadword); Geoffrey Hill, son of RMEch John Hill (Brilliant); Peter Maitland, son of CME(M) Peter Maitland (Yarmouth); Michelle Park, daughter of LWEM(O) Tony Park (Hermes); Iain Patterson, son of MEMN(P) Harry Patterson (Hermes); and Kirsty Stewart, daughter of CY Tom Stewart (Hermes).

Such a big hello for Bristol . . .



Flight of fancy

SAMANTHA Boulton takes over the controls of a Wasp helicopter from the pilot, Lieut. Cliff Squibb, at HMS Dryad's Families Day. Samantha's big moment is witnessed by her father, CPO Martin Boulton, her mother Susan, and her brother Craig (right), and is shared with another boy who waits his turn. At HMS Excellent a general make and mend provided an opportunity for those living and working on Whale Island to meet their families and friends.



HMS Bristol families bridge the gap between home and the South Atlantic during a get-together at HMS Sultan.

The outing, including lunch in the CPOs Mess and a children's fancy dress competition, was filmed on video and sent to the ship with a gift from every wife present.

Picture: Wren(Phot) Linda Foord

GET WISE ON DCI's

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

S and S changes: More details soon

CHANGES to Supply and Secretariat training, as a result of last year's Defence Review, were announced in March this year.

The closure of HMS Pembroke in 1984 requires the Royal Navy Supply School to move from Chatham by

September 1983, and the reductions in S. and S. training will be tied to the move of the Supply School. At that time, the school will reduce to its lesser complement.

A further official statement now deals with matters relating to initial

training and advancement, and goes on to explain that an announcement in autumn 1982 will give full details of revised training and advancement arrangements.

In the meantime an outline is given of the transition plan to achieve S.

and S. training reductions by September, 1983. Where existing S. and S. courses attract civilian recognition, negotiations are in hand with civilian bodies with the aim of preserving the award of qualifications wherever possible. DCI (RN) J 358

ROYAL NAVAL
SUPPLY SCHOOL

IN
RECEIVER'S
HANDS



To be sat in

TROPICAL shorts in white satin drill are to be standardised in the Royal Navy. In future all personnel will be supplied with shorts of the present officers' pattern (these are of the same design as shorts provided for Royal Air Force personnel). DCI (RN) 340

Phew! What a (tax) relief...

ALL LUMP SUMS paid to Service personnel, whether special capital payments made on redundancy, terminal grants, gratuities or additional lump sums arising from pension commutations, are exempt from all taxation.

This should be borne in mind by Service personnel who might otherwise take fright on reading the "Tax Return Guide."

The current guide states that "there are special arrangements to tax payments over £25,000 (including statutory redundancy payments) which are not otherwise taxable and which you receive on leaving your job... Enter the total amounts before any deductions. Some relief or exemption may be due: ask for further information if you think you may qualify."

An official statement says that this may confuse personnel, particularly those who may be declared redundant.

After reaffirming that all lump

sums are exempt from taxation, the statement says that the correct entry to make on a tax return in respect of such payments is to state the amounts received with the qualification that they are wholly exempt from tax under Section 188 of the Income and Corporation Tax Act 1970.

DCI (RN) J 333

☆ Clyde authority

A NEW authority, Commander of the Port and Queen's Harbour Master Clyde, has been established, combining the duties of QHM (hitherto carried out by Captain 10th Submarine Squadron) with the manage-

ment of Marine Services Clyde (previously undertaken by Royal Naval Officer Greenock). The post of RNO Greenock has been abolished.

CP/QHM Clyde will be established at Faslane, together with the port operational staff, namely AQHM, Shipping Master, West of Scotland Mooring and Salvage Officer and Chief Admiralty Pilot.

Marine Services technical and personnel administrative staff and Marine Services Clyde Registry will move to Marine Services Base, Great Harbour, Greenock on January 1, 1983.

DCI (RN) 322

☆ Mechanics

POST Engineering Branch Development mechanician qualifying courses vary according to specialist qualifications (SQ) with a minimum length of just over two years.

To provide equable advancement for all candidates irrespective of SQ, those completing qualifying courses from October 1982 onwards are to be rated Acting WEMN3 at the 24-month point from start of course and confirmed as WEMN3 on completion of course.

The basic date for advancement will be adjusted for any backclassing.

Current regulations still apply for those completing courses up to September 1982.

DCI (RN) 345

PHEW! WHAT A DRAFT

LONGER sea drafts, longer shore drafts, and less "turbulence" is the pattern promised by the MOD (Navy) as shore training is progressively transferred to ship time. This is likely to start next year.

An official announcement says that in order to contain the consequential increase in training load afloat, and to maintain front-line efficiency several measures have been introduced, including increased typing of individuals to particular ships or systems and typing ships themselves by class or batch to particular base or home ports.

A further measure will

necessarily be the increase of some sea drafts from the present 17 months towards a maximum of 36 months.

"No abrupt change is intended," says the Admiralty, "but a transitional progression must occur in advance of ships taking on trainees under the new concept."

Longer shore drafts are also envisaged, complementing the longer sea drafts, though a pro-rata increase in minimum time ashore for each individual cannot be assured.

Taken together with batch (as opposed to "trickle") drafting of trainees, it is expected that the combined effect of all the changes will lead to a more predictable, more settled drafting pattern, and less turbulence for the man and his family.

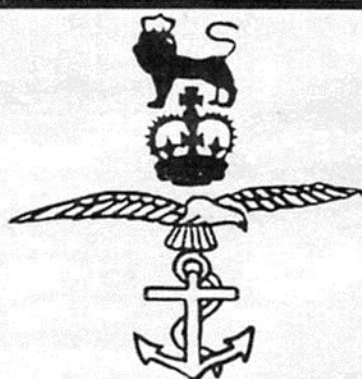
It will also assist in recovering from the present drafting situation created by the Falklands Operation.

Initially the length of sea drafts for ratings employed in the Mine Countermeasures and Fishery Protection squadrons, the Surveying Flotilla, offshore patrol vessels and Bird class craft will remain at 18 months. The length of draft to Hong Kong patrol craft will remain unchanged.

DCI (RN) 338



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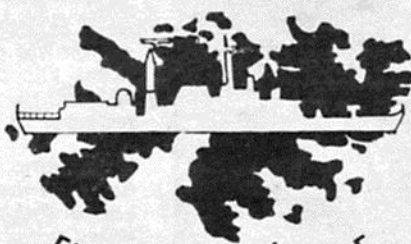


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1982

Long-service dilemma

RATINGS granted the opportunity to have another ten or 15 years' guaranteed service beyond their normal 22 years may wonder what will happen if in the meantime they are selected for promotion to fleet chief petty officer.

The answer is "one or the other."

An official explanation says that the extra guaranteed service is granted on the basis of the rate in which they are serving at the time.

As applications for such service may be made within the final 18 months of ratings' current 22 years engagements, it is possible that some ratings may be selected for promotion to FCPO during this period.

If such ratings are selected for promotion to FCPO (says the announcement) they will be given the following options:

a. promotion to FCPO but forfeiting the right to serve for 32 or 37 years (they will still be required to re-engage to complete 27 years' service as part of the normal conditions of accepting promotion to FCPO);

b. remaining in their present rate on 32 or 37 years' guaranteed service.

Ratings accepting the second option will also need to sign a statement that they do not wish to be considered for FCPO selection at future FCPO boards should they be eligible during the remaining period of their 22 years engagement.

DCI (RN) 279

☆ Medal rules

LAST YEAR it was announced that changes had been approved in the conditions for the award of the Long Service and Good Conduct Medal to include eligibility for officers who had previous services as ratings.

A new announcement clarifies the rules and points out that the award of the medal, in line with conditions of award for officers of the Army and Royal Air Force, will not attract gratuity or an additional allowance on discharge to pension.

It is also emphasised that the period of service as an officer must be exemplary. Where conduct falls below the required standard, an officer will be precluded from the award of the medal.

DCI (RN) 354

☆ Flapjacks

BLUE working shirts with shoulder flaps are now in general use, and as from September 1 1982 shoulder rate badges are to be worn on these garments with No. 8 and No. 10A dresses by fleet chiefs, chief and petty officers, and leading rates.

As an exception, ratings who still possess blue shirts with no shoulder flaps may continue to wear collar badges or arm badges until December 31 1983. In the interim these ratings are to provide themselves with blue shirts of the current pattern.

DCI (RN) 357

☆ Red Sea dive

SIXTEEN members from the armed forces will take part in a joint service sub-aqua diving expedition to the Egyptian Red Sea during late September and October, 1982. Personal contributions are likely to be around £250 each.

DCI (RN) J 334

STRADDLED —BY OWN SEACATS

MANY GRAPHIC accounts of battle are emerging as ships return from the South Atlantic. Such an account from HMS Intrepid captures vividly the experience of a warship under constant air attack in San Carlos Water, and reveals that the ship was narrowly missed by "friendly" Seacat missiles.

The Intrepid sailed to her landing anchorage early on the morning of May 21. Shortly after midday she sighted her first enemy aircraft — half a wing of a Pucara attempting to attack troops ashore.

The ship opened up with her Bofors guns before the aircraft dropped out of sight behind nearby hills.

With the adrenalin flowing in the upper deck crews there were many tense cries of "Alarm aircraft!" as a bird took to the

air over distant hills.

"Our first raid that afternoon was Mirages entering from the Sound attempting to attack ss Canberra and HMS Antrim who were on our port beam. This was a good raid for us because the Port Forward Seacat was

fired, giving us a chance to overcome the butterflies everyone was feeling deep down before we became the target.

"It was interesting to note that, once the nerves were calmed after the first couple of raids, to a man nobody took cover during the raids — they were far too busy urging each other on to take out the aircraft. Positively jumping up and down at times!

"This first raid was also a great confidence booster because we saw one Mirage turn away and one pilot eject as a direct result of Seacats fired by ourselves and HMS Plymouth.

Trusted friend

"HMS Plymouth proved to be a trusted friend over the forthcoming days and Warfare Officers from HMS Broadsword told us that to see aircraft approaching either HMS Intrepid or HMS Plymouth was a delight, as both of us seemed to fire at anything with everything at the drop of a hat.

"This policy of lead before accuracy seemed to work and, while it was difficult for any one ship to claim responsibility for destruction of individual aircraft, we seemed to be able to deter them from greater things.

"The afternoon continued in a haze of air attacks . . ."

The third day in Bomb Alley was a lucky one for the Intrepid. Bombs missed her by 100ft. and she was straddled during the heat of battle by spent Seacats from another ship — fortunately without sustaining damage.

"Talking of 'own goals', it was also not uncommon for 4.5in. shells from our ships defending themselves to travel over the hill from Falkland Sound into Bomb Alley, though no one was hit."

Two defiant knights back from war

TWO of the most embattled group of ships in the Falklands Conflict returned to their Marchwood base in late July, carrying with them reminders of the saddest day in the campaign.

Bomb-scarred and weather-beaten, the RFA logistic landing ships Sir Percivale and Sir Geraint brought with them the tattered battle ensigns of their ill-fated sister-ships Sir Galahad and Sir Tristram.

After the devastation of Bluff Cove the Sir Percivale recovered the ensigns, flying them defiantly when she entered Port Stanley soon after the surrender.

She's home now, but behind her she left the gallant Sir Lancelot, which, having been bombed and strafed during the fighting, returned to Portsmouth on August 18.

First shock for the Lancelot was witnessing the end of HMS Antelope. It was not long before she herself took a bomb which penetrated her port side but which fortunately failed to explode.

THREE SKYHAWKS

CPO(OPS)(M) G. P. Nicblin, leader of the nine-strong Naval Party on board told Navy News: "Suddenly from astern came three Skyhawks . . . the leader was so low when he dropped the bomb that I saw the rivets on the aircraft and the pilot's Zapata moustache."

The ship's company were evacuated to Ajax Bay while the bomb was defused. A few hours later they returned — and the next day were bombed again. This time the weapon hit the port side, ripped its way through and up the ship's side and narrowly missed a number of AS 12 missiles. Again, it failed to explode.

But throughout the attacks the Sir Lancelot fought back with her 40/60 mm. guns, machine guns manned by members of 40 Cdo Royal Marines, and a Royal Artillery Blowpipe unit. She is credited with shooting down five Mirage jets and one Pucara "probable" — as good a score as any ship in Bomb Alley.

MORE DCIs

☆ Air Engineering

DURING Engineering Branch development it was recognised that future employment patterns demanded that Air Engineering officers should be proficient in both the mechanical and electrical aspects of engineering science.

The first General List (AE) officers who graduated with the new naval engineering degree at Royal Naval Engineering College Manadon are now in the final stages of training. This training has been based on aircraft systems engineering.

It has proved impossible to design an Air Engineering Special Duties Officers' Course of acceptable length common to both M and L sub-specialisations, and separate training has had to be retained.

From September 1 1982 GL(AE) and SL(AE) officers will be appointed from common lists. Previous training and ex-

perience will continue to be taken into account for special posts.

From the same date, all GL and SL(AE) officers are to use E(AE) as a description of sub-specialisation, dropping the M or L suffix.

Also from September 1 1982 all SD(AE) officers will be appointed from a parallel common list. They are to retain the M or L suffix in recognition of the different training received.

DCI (RN) 323

☆ New courses

DETAILS are announced of the marine engineering courses which are available to naval officers, ratings and civilian personnel employed or sponsored by the Ministry of Defence during the year 1982/83.

Since the previous list, the following courses have been introduced: ADPIPE, pipeworking additional qualification; MHULL, hull maintenance adqual; MICE, ICE mainten-

ance adqual; and ME20, small ships pre-joining training (basic ICE).

DCI (RN) 353

☆ Transported

THE Central Store High Wycombe is to be closed and the responsibility for the supply of automotive spares to Service units and other Government departments transferred progressively to Royal Army Ordnance Corps Central Depots.

DCI (RN) J 364

☆ More chiefs

PROMOTIONS to chief petty officer are announced, additional to those named earlier this year. Altogether there are 37 on the list, who have been selected to offset shortfalls. They will be promoted by December 31 1982.

DCI (RN) 356

SWORD OF HONOUR



CAPT. David Hart Dyke lost his sword when his ship, HMS Coventry, was sunk off the Falklands on May 25. But now he has a new one — with the best wishes of his ship's company. Survivors of the Type 42 destroyer bought a new sword for their commanding officer, and about 50 of them got together in HMS Nelson on July 23 to make the presentation.

Our picture shows (left to right) Mrs. Diana

Hart Dyke, Capt. Hart Dyke, CPO David Rumsey who made the presentation, and Mrs. Carol Rumsey, who presented Mrs. Hart Dyke with an antique silver sugar sifter on behalf of the Coventry wives and families.

The new sword was inscribed: "Presented to Capt. D. Hart Dyke MVO RN with the respect and admiration of the ship's company, HMS Coventry, Falkland Islands, 1982."

Foxtrot Four's dinner money

FAMILIES of the six men who died when the HMS Fearless landing craft Foxtrot Four was hit in Choseul Sound on June 8 have each benefited by £2,400 from a fund set up by HM ships Fearless and Intrepid.

The Fearless raised £8,400 and the Intrepid £6,000, the latter sum including money raised when four men serving in the assault ship paid £100 each for the privilege of being served a candlelit dinner by officers.

CASTLES AND KINGS

TWO of the smallest and newest Royal Navy ships to take part in the Falklands Conflict — the Castle-class patrol vessels HMS Leeds Castle and HMS Dumbarton Castle — returned to their Rosyth base on August 20.

During her four months at sea as a dispatch ship, the Leeds Castle covered almost 27,000 miles and transported 200 tons of stores and mail between Ascension Island, the Falklands and South Georgia, making two round trips.

She was also used as a rescue vessel, recovering ditched Sea King crews, capsized boats'

crews, and beached craft at Port Stanley.

She claims the distinction of being the first patrol vessel to berth alongside a luxury liner, the event taking place in South Georgia in May when she transferred survivors of HMS Ardent to the Canberra and the QE2.

The Leeds Castle returned in time to celebrate her first year in the Royal Navy on August 25 — "an interesting first year" according to her commanding officer, Lieut.-Cdr. Colin Hamilton.

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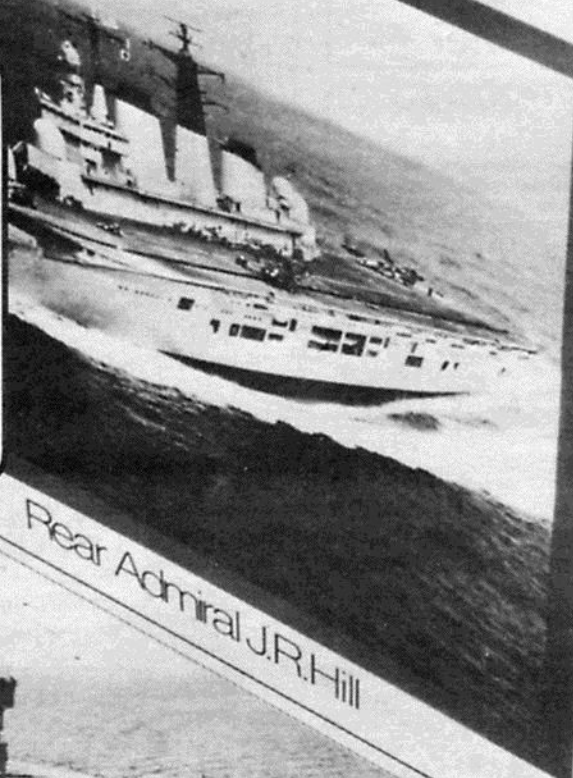
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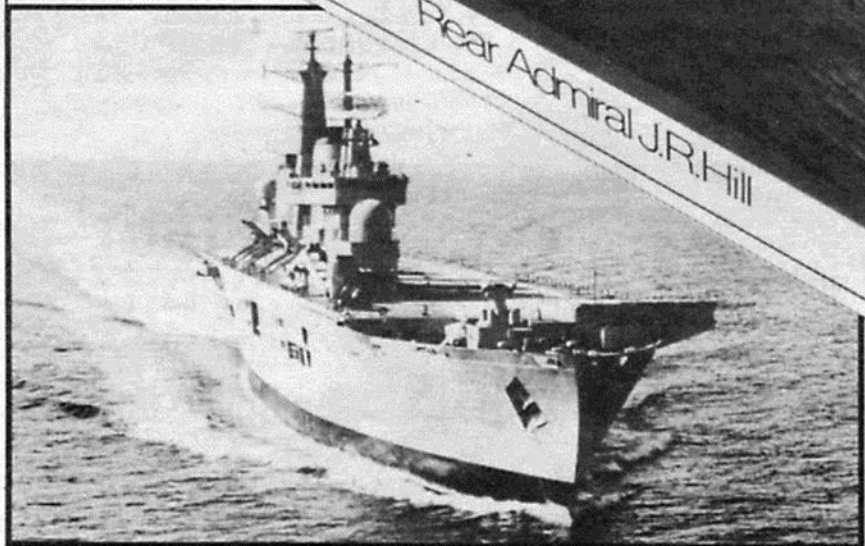
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Rear Admiral J.R. Hill



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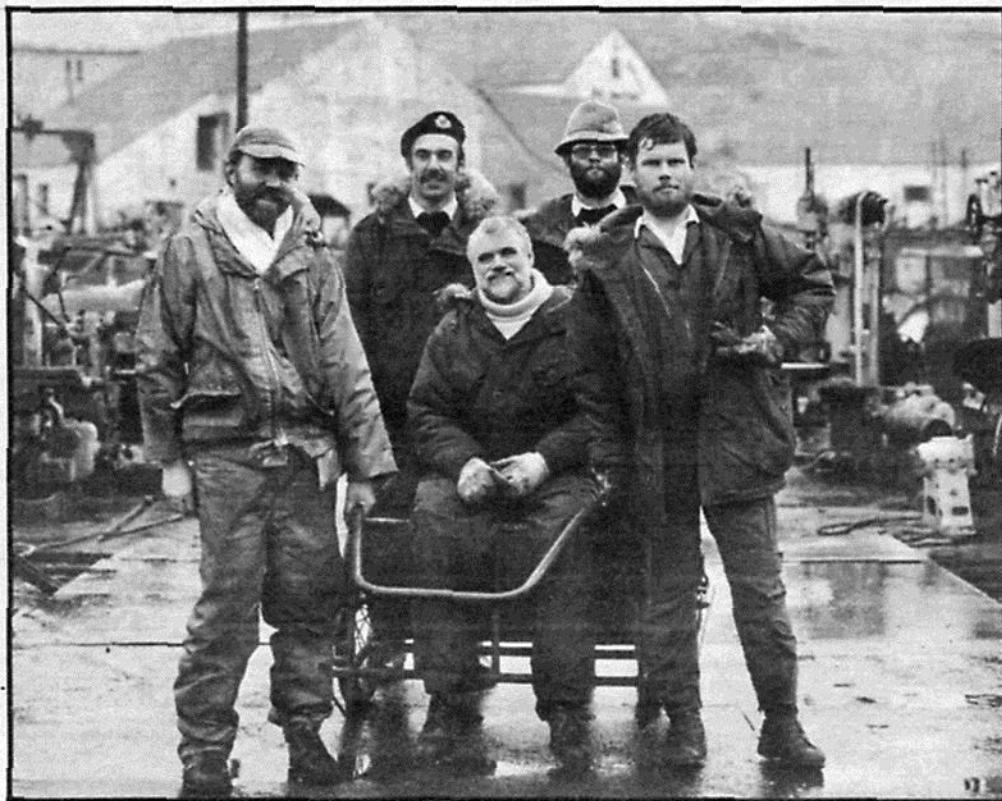
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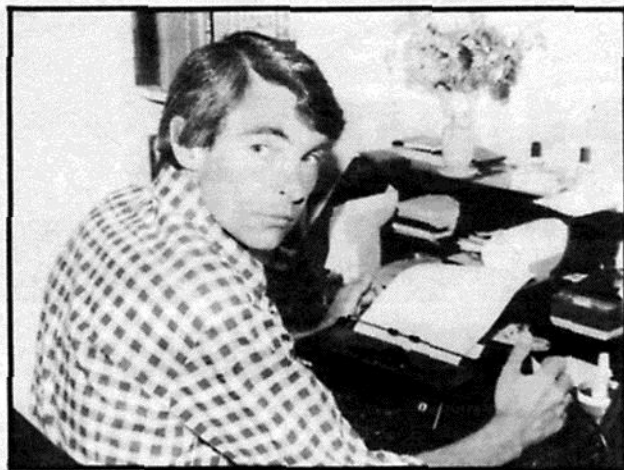
PEOPLE IN THE NEWS



MAA Barry Brennan's last run ashore from HMS Endurance was marked at Leith, South Georgia, with a "rickshaw" ride along the old whaling station's decaying jetty. Barry was about to retire after more than 35 years in the Royal Navy when the Falklands crisis arose and he was given an immediate extension of service.

Wheeling him back to the ship's boat are (left to right) Lieut. David Hutchings, Lieut.-Cdr. Andrew Lockett, Lieut.-Cdr. Arthur Ainslie and Lieut. Tim Findling.

It was at Leith that the Argentine scrap dealers started their work in mid-March and sparked off the crisis. The Endurance has been clearing up the mess, and MAA Brennan was with the team which collected urgently needed scrap steel for patching up damaged Task Force ships.



FORMER Fleet Air Arm pilot Gidley Wheeler's first novel, "The River Running By," was selected by Fontana as their paperback of the month for August. Winchester-based Gidley (pictured above) left the Royal Navy in 1980 as a lieutenant-commander. He joined the Service in 1954.

He flew Gannets with 819 Squadron and commanded the MCM vessel HMS Ashton in the Mediterranean.

Gidley, whose novel is published under the name "Charles Gidley," wrote episodes for the BBC Television series "Warship" and "Wings," and Yorkshire Television's "The Sandbaggers."

Picture: Bert Lemmon.



LESLEY WICKS (above), a clerical assistant with British Telecom and a Royal Naval Reservist, is pictured in the HMS Tamar communications section during her second tour of duty in Hong Kong earlier this year. Lesley is a member of HMS Vivid, the Plymouth RNR unit which annually sends reservists to Hong Kong for experience.

"BOMB ALLEY" provided the setting for a reunion for brothers Michael and Robert Envy when their ships anchored in San Carlos Water. LS(R) Robert was serving in HMS Plymouth when she was joined at anchor by PO(S) Michael's ship, HMS Active, which had arrived to complete minor repairs.



That's first class, Neil!

SUB-LIEUT. Neil Stewart has been awarded a First Class Honours Degree in Systems and Management at The City University, and has also been awarded the Professor's Prize for Systems Analysis for his final year project and report.

The Professor's Prize represents academic achievement of the highest order.

Neil, who has now joined HMS Antrim, has received a personal letter of congratulations from the Chief of Naval Personnel and Second Sea Lord, Admiral Sir Desmond Cassidi.

THE ONLY "Brits" among 30,000 people who work in the Pentagon are Cdr. Robert Howell and Second Officer Grace Hawes, who are on the staff of the Chief of Naval Operations.

Although their task involves coming to grips with the problems of "achieving planned communications interoperability," they also have to learn Pentagonese, including such words as "nonconcur" (to disagree) and "reaccomplish" (start all over again).

LRO Archie Swales was on to a winner as a member of HMS Glasgow's ship's company. When the damaged destroyer berthed at Portsmouth after a lucky escape in

the South Atlantic, Archie found he had won a new Mini Metro.

The car was top prize in a ship's draw, organised during the Falklands Conflict. The commanding officer's wife, Mrs. Rue Hoddinott, drew the winning ticket from a "wishing well" in the hangar after the ship arrived home.

LIEUT. Charles Searle went to the aid of a policeman having difficulty arresting a violent man in Plymouth last November. As a result of his action, he was recommended by the Chief Constable for a Good Citizen's Certificate.

Lieut. Searle is serving on C-in-C, Fleet's staff.

MEMN(L) Ted Dobbs, who, as we reported last month, was declared fit again for sea duty after a major heart operation, is sadly unwell again. Navy News joins everyone at HMS Sultan in sending him best wishes for a speedy recovery.



FIRST OFFICER Jane Uff has compiled a book of 80 poems from Wrens past and present. The anthology, entitled "Wrenderings," is on sale at £1.75, with all proceeds going to the WRNS Benevolent Trust. Copies can be ordered from First Officer Uff on Portsmouth Naval Base extension 24466 or in writing to her at the Wardroom, HMS Nelson.



THREE Morgans became acquainted during a WRNS officers dinner in the wardroom of HMS Collingwood. Left to right are First Officer Sue Morgan, Second Officer Barbara Morgan and Third Officer Nichola Morgan.

Louis

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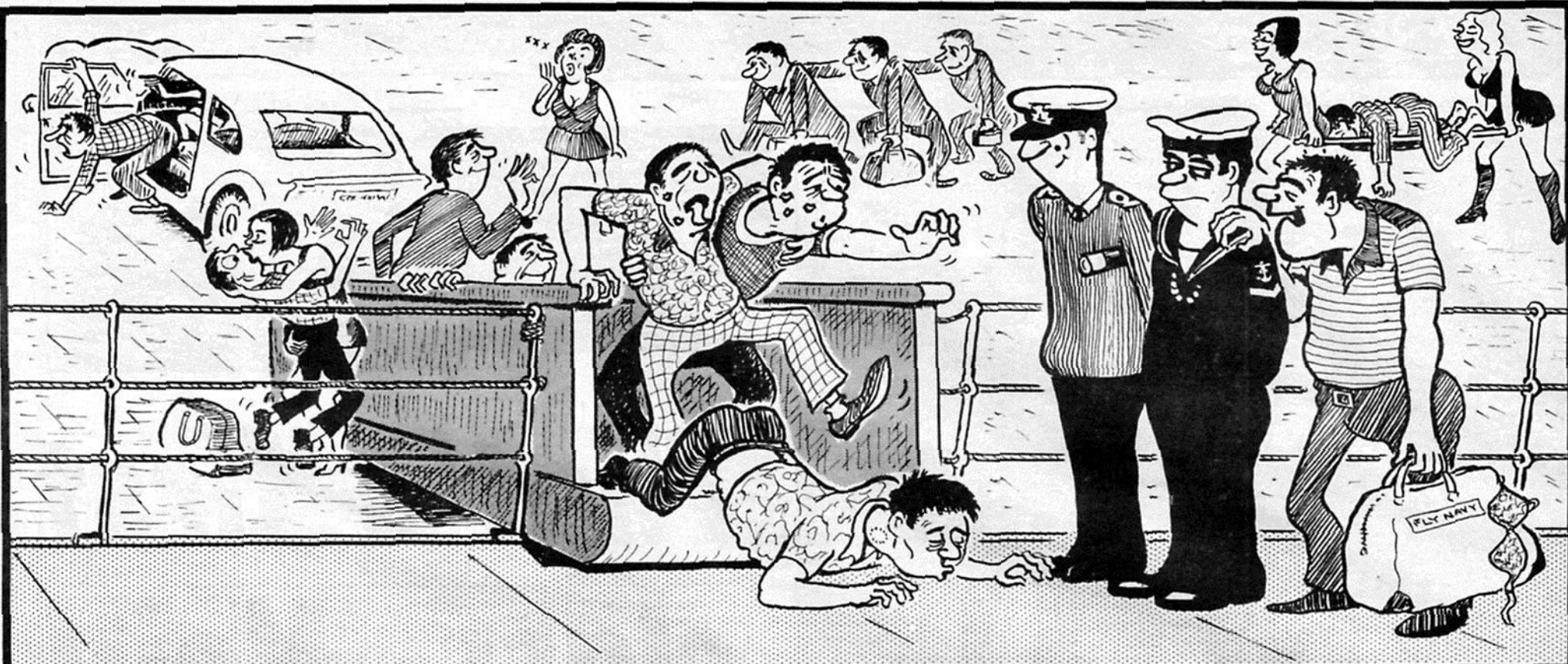
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Smiles

'Coping with the welcome home has been a hell of a lot tougher than the Falklands!'

NEWSVIEW

A mech by any other name . . .

WHAT'S in a name? A great deal, in the Royal Navy.

Next year, in the wake of Engineering Branch Development, the 80-year-old title "mechanician" is due to disappear from the Service. Thenceforth, as we reported in July, all skilled engineering maintainers will be called artificers — a breed whose tradition dates back at least to the 17th Century (and, some say the Old Testament).

With jobs becoming gradually more interchangeable, it is argued, the time has come for a simpler structure, with more common training and other advantages such as similar promotion prospects. Not just art for art's sake.

However, rationalization is rarely a universally popular process. You can't make an omelette without breaking eggs; in this case, it is debatable whether the older egg necessarily causes the bigger stink.

If our letters columns are any guide — and at the risk of mixing metaphors as well as eggs — a few feathers have been ruffled, not least among the mechs.

The salty naval humour that probably pre-dates all titles spices the arguments, in this case with the object of making the omelette less digestible. And some of the Navy's more convoluted acronyms are certainly a mouthful, not to say impossible to swallow by the uninitiated (another regular postbag topic).

No one denies that there has always been a great sentimental attachment to the title and concept of the artificer. But the consensus seems to be that if there must be change, why not settle for a new common title — technician?

Bless 'em all!

WHILE on the subject of correspondence, rarely a day goes by without our bulging postbag containing at least one plea for a mention of some "forgotten" element of the Task Force.

"What about naval parties on merchant ships" . . . "the survival equipment lads" . . . "my son" . . . ?

All views are sincerely held and the result of worthy pride in fathers, husbands, brothers, sons and daughters. We would like to acknowledge every man Jack (and Jill) who played even the slightest part in the operation.

But if we did, we would need to list all 72,994 who were serving in the Royal Navy and Royal Marines on March 31.

What a lash-up!

CUTS in the Royal Navy, and the "trade union" ranks of officialdom baulking new ideas, are the subject of a scathing attack in the latest issue of Jane's Fighting Ships — the authoritative reference on the world's maritime forces.

The book's foreword, dealing with the Falklands campaign, says that by sheer chance HMS Endurance was still in the area, although at that time due to the disposal list.

The Task Force, hastily mustered, had a high proportion of modern frigates and destroyers whose design required them to keep a minimum of 50 per cent fuel to maintain stability and they needed to replenish every three or four days.

As a result the deployment could never have exceeded 19 knots (the speed of the fastest tanker) and was more likely to make only 15 knots.

Support work

The force commander needed tankers more than anything else at the outset, and an ex-British fleet tanker, sold to Chile, had to be begged back for the occasion.

The only minesweepers to make the journey, the book says, were four converted trawlers, and survey vessels had to be diverted from essential duties to act as hospital ships.

By chance our two assault ships were still available and the Royal Marines therefore had some naval transport.

"The whole of the naval effort," says Jane's,

"was fully extended by an encounter with a small American state of dubious stability, and the support work was a triumph for the British ability to produce a 'lash-up'."

However, the Jane's survey of the Falklands scene is not all gloom.

The speed with which the Task Force was stored, and the fact that it sailed on an 8,000-mile journey only four days after the Argentine invasion, proved the existence of an admirable base organisation.

Also much admired was the rapidity with which the conversion of several of the 87 merchant ships requisitioned or chartered was accomplished.

The foreword has much to say about the "bureaucratic inertia" of the Civil Service, which makes it incapable of action in keeping with the swiftness of progress in technical research and engineering.

"A system which imposes perpetual barriers," says Jane's, "can result in only two

JANE'S LISTS A FEW FALKLANDS LESSONS

outcomes: a waste of time, and, consequently money, as well as the production of a weapon system which can well be out-dated on entering service."

It is pointed out that the Soviet Navy averages about six to eight years from the inception of a major new idea to its acceptance in service. The British Ministry of Defence, by comparison, is currently running at about ten to 12 years — a period which is expected to increase as more complex and therefore more costly systems are considered.

Team effort

(The criticism of bureaucracy was acknowledged by Mr. Geoffrey Pattie, Parliamentary Under-Secretary of State for Defence Procurement, on August 5. Delivering an interim report on the performance of British equipment and weapons systems during the Falklands conflict, he said: "It would be quite pointless to pretend that the procurement system is as responsive and quick as it should be.")

Looking to the future, Jane's says that despite the findings of the British Ministry of Defence in favour of the submarine / aircraft combination, the value of the surface ship in modern navies cannot be stressed too strongly.

But they do need assistance from the air — either shipborne fixed wing aircraft and helicopters, or land-based aircraft or airships. The protection of shipping must be a team effort. The surface escort was essential as the central hub of a moving battle.

Procrastination

In returning to the ultimate problem of cost, Jane's agrees that only the super-powers can afford the luxury of many flat-decks if the highest standards are maintained. Twenty years ago what became the Invincible class was intended as a cheap air-capable ship, but through procrastination became a very expensive aircraft platform.

"Lesser standards are acceptable," adds the book. "This is an area which very few of the smaller navies have addressed."

● Jane's Fighting Ships, now in its 85th year of issue, is edited by Captain John Moore, RN. Price of the latest edition is £50.

Salute from a flat-top



"Wish we were coming with you" was the heartfelt message from the crowded flight deck of HMS Invincible when she and HMS Andromeda steamed past three homeward-bound ships of the carrier battle group to give them a rousing send-off from the South Atlantic. The lucky trio were HM ships Exeter, Yarmouth and Cardiff (from which this picture was taken). The Invincible is due home in mid-September.

**Double-check on air
'kill' claims- Page 40**

Andromeda and Bristol take the lead

TWO WARSHIPS which played leading roles in the Falklands Task Force are due to return home in September.

HM ships Bristol and Andromeda will be among the last Royal Navy ships, present during the fighting, to leave the area.

When HMS Hermes left the Total Exclusion Zone in July, HMS Bristol, with her advanced communications equipment, took over as flag-ship of the Force until relieved by HMS Illustrious in August.

The Andromeda, the first Leander-class frigate to be fitted with Sea Wolf missiles, escorted HMS Invincible during the conflict and

led the celebratory line-up after the Argentine surrender.

Then the Bristol, which had been acting as air defence picket since joining the Force in May, took four days rest north of the Falklands and embarked Flag Officer Third Flotilla, Rear-Admiral Derek Refell, and his staff.

Members of the ship's company were able to go ashore at San Carlos, Port Stanley and Port William. Meanwhile, the ship remained in a high state of readiness, prepared to counter any rogue attack on the carrier and merchant shipping in the area.

During the conflict HMS Androm-

eda's main role of "goalkeeping" on HMS Invincible was interspersed by merchant ship escort duties into Bomb Alley. After the surrender the frigate escorted ss Canberra through minefields and into Port Stanley, where the Andromeda was one of the first Royal Navy warships to arrive.

Later she and the Invincible were detached north for a brief self-maintenance period in the sun, during which the Andromeda piped hands to bathe in 4,000 fathoms. On her return to the Falklands small working parties went ashore to help in reconstruction work at Port Stanley.

Odyssey ends for embattled ships

CHEERS FOR RECORD ENDURANCE



AS SHIPS of the Falklands Task Force continue to beat a wide wake back to the ports of Britain, the longest-serving vessel of the conflict, HMS Endurance returned ten months after leaving for the South Atlantic.

Families and well-wishers at her Chatham base turned out in force on August 20 to give her a tumultuous welcome — the warmest she had received in her career as South Atlantic ice patrol ship.

It was a reception she richly deserved, for she was the only Royal Navy ship to see the conflict through from start to finish — from the day of the Argentine invasion to the capture by the British of South Thule, a few days after the Port Stanley surrender.

Her red hull is a familiar sight in the Falklands, and when she returned to the capital, and to the settlements of Fitzroy and Fox Bay, she was greeted with deep affection by the islanders. When she finally left for home on July 23 her departure was accompanied by flares,

sirens and the flashing of farewell messages.

Among other Royal Navy vessels which returned home in late July and August were HM ships Broadsword (Plymouth, July 23), Yarmouth (Rosyth, July 28), and Active and Minerva (Plymouth, August 3).

Submarines

HM submarines Valiant and Courageous returned to their Faslane base on July 29 and August 15 respectively. The only patrol-class, diesel-powered boat to be sent to the South Atlantic, HM submarine Onyx, arrived at Gosport on August 18.

The Broadsword carried the scars of a bomb which pierced her side and emerged through the flight deck, wrecking

her Lynx helicopter. There were no casualties but that day was May 25, and HMS Coventry — in company with the Broadsword — was not so lucky. When the Type 42 destroyer was sunk the Broadsword played a major part in rescuing 170 survivors.

On the Active's homecoming each member of the ship's company was presented with a parcel of food and drink donated by companies in the Allied-Lyons group — including the "Babyham" makers Showerings Ltd., which adopted the Type 21 frigate in 1977.

The Active's good fortune in escaping damage in the conflict could possibly be explained by the fact that for several days Nelson was on board — the nickname of a local seabird which used the ship as a temporary home.

In the words of her commanding officer, Cdr. Graham Johnston, HMS Minerva "had a very testing time out there, with enough near misses to last a lifetime."

During her 13 lucky days in Bomb Alley she protected supply lines to San Carlos beachhead, escorted the Canberra and the Fearless into Falkland Sound and guided a Sea Harrier which intercepted and destroyed an Argentine Hercules transport.

Lynx attacked

The Minerva's luck was shared by her Lynx helicopter, narrowly missed by an Argentine missile while the aircraft was on a reconnaissance mission.

When she returned, the frigate was played in by the only soldier on board — a Scots Guards piper who had taken part in the battle of Mount Tumbledown.

With two captured Argentine howitzers on her decks, the helicopter support ship RFA Engadine returned to Plymouth on July 30 after making her first ever venture into the Southern Hemisphere.

The Engadine joined the Falklands Task Force in June and, with members of 847 Squadron embarked, delivered tons of stores and mail to the Fleet.

In Bomb Alley, the ship assumed her primary role as a helicopter repair and maintenance vessel, a task which continued day and night. Another important and popular role was as a provider of hot showers, clean beds and unlimited mince for tired and hungry aircrews.

The freight tanker RFA Pearlleaf, with a huge, papier mache penguin on board entered Plymouth on August 13, but RFA Tidepool, the fleet tanker which was straddled by bombs while refuelling



HMS Andromeda leads a celebratory line-up after the Argentine surrender. Second ship in line is HMS Bristol, and beyond her HMS Invincible followed by a Type 22 frigate. The Hermes can just be seen beyond the three Royal Fleet Auxiliaries steaming line abreast.

ships in San Carlos Water, will not be returning.

Plans for her transfer to Chile — made before the Falklands Conflict — have gone ahead, but her ship's company of 92 were given a warm welcome by friends and family when they arrived at Gatwick Airport on August 16. During the conflict their ship made 114 fuel and ammunition transfers.

Merchant ships

Merchant ships, too, have been returning in force with their naval parties. Among them was Bomb Alley ship Norland which returned in August. With Naval Party 1850 on board she entered Falkland Sound on the night of the San Carlos Landings and spent many days in that hazardous stretch of water.

She produced thousands of tons of water for the men ashore, more than 300 helicopter landings were made on her deck, and she transferred tons of stores and hundreds of men. After the surrender she was kept busy transporting thousands of Argentine prisoners back to their own country.

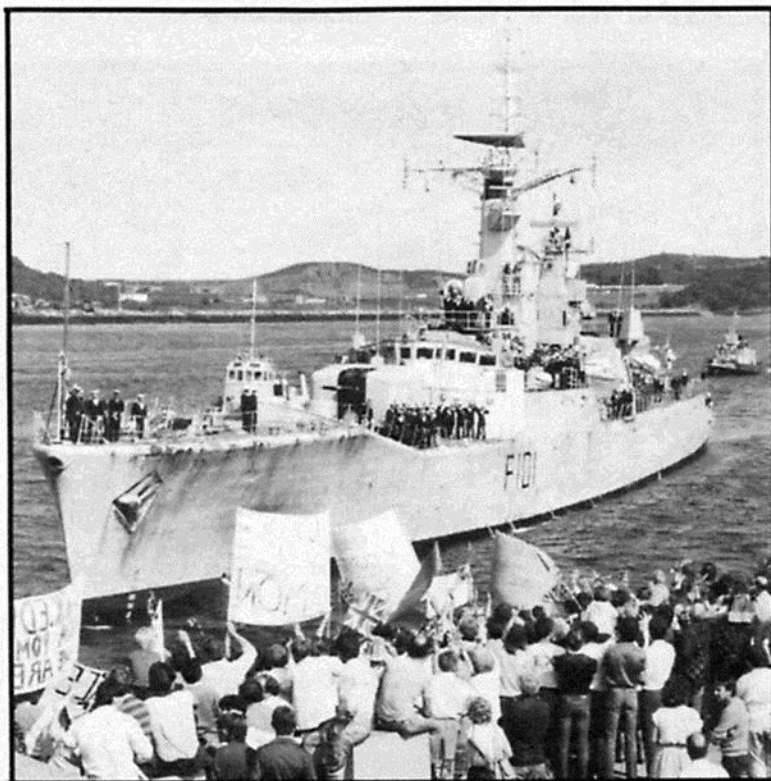
The Atlantic Causeway (NP 1990)

came home with four Argentine aircraft on board and to a welcoming salute by the Flag Officer Plymouth, Vice-Admiral Sir Simon Cassels. Before she entered port, the Causeway, sister-ship of the ill-fated Atlantic Conveyor, disembarked 825 (Sea King) Squadron in Mounts Bay for Culdrose.

Three days later another Bomb Alley ship, the cross-Channel freighter Nordic Ferry (NP 1950), returned to Southampton. While in Bluff Cove she was the target of four Argentine fighter-bombers. One was shot down by HMS Cardiff; the others turned away.

The Contender Bezzant, used as an auxiliary aircraft carrier during the fighting, returned to Southampton in July. During the conflict she embarked elements of 829 Naval Air Squadron and the RAF's 1 and 18 Squadrons who shared the ship with Naval Party 2050.

The tanker Anco Charger arrived back at Portsmouth on August 16, and three days later the Tor Caledonia moored at the Outer Spit Buoy while the Royal Naval Aircraft Yard, Fleetlands, Gosport, took delivery of an Argentine Chinook helicopter she had brought back from the Falklands.



WEATHER-STAINED HMS Yarmouth comes alongside to a hero's welcome at Rosyth on July 28 after being showered with rose petals thrown from the Forth Bridge. The Yarmouth, which went to the aid of the stricken vessels HMS Sheffield and HMS Ardent, led a charmed life and managed to escape damage in the thick of the fighting. She also had the distinction of taking part in the last act of the campaign — the recovery of South Thule.



Valiant cashes in

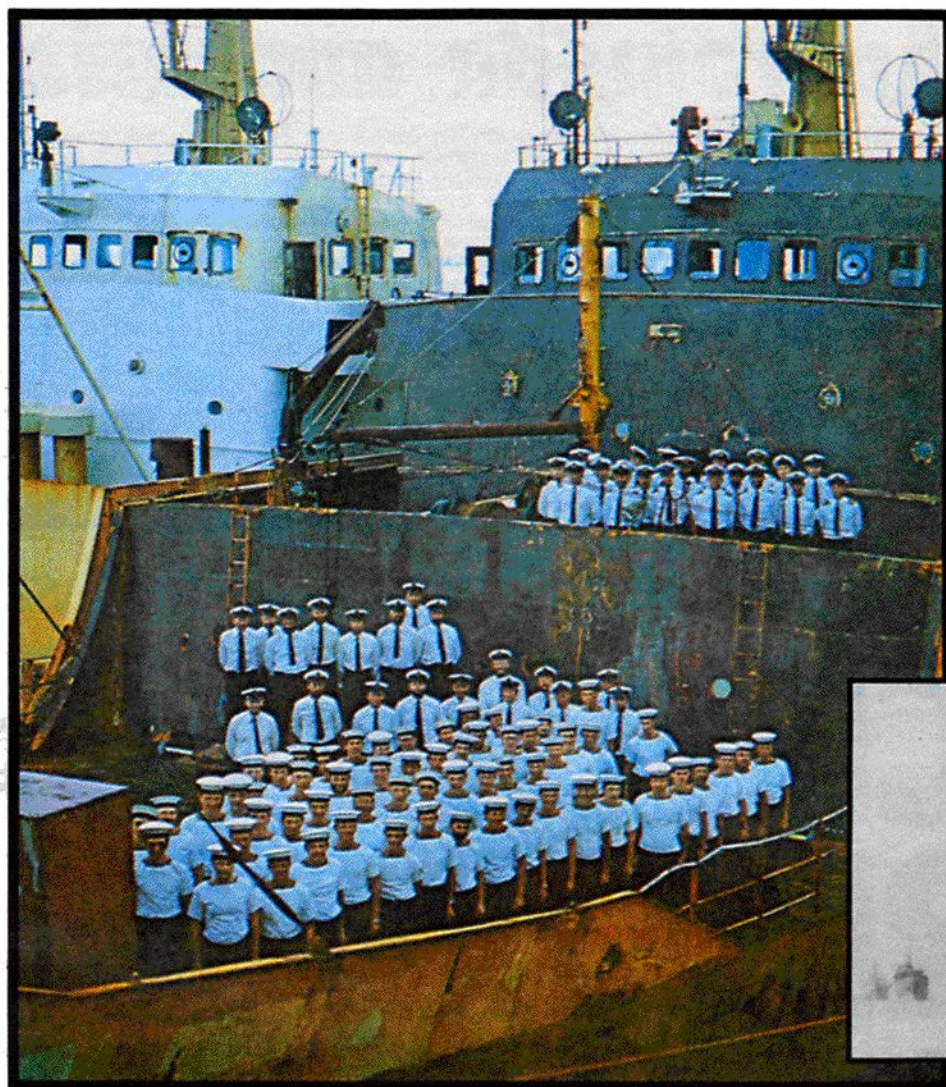
HM submarine Valiant sets off a smoke flare as she returns to her Clyde base of Faslane on July 29. She had spent nearly three months submerged in the South Atlantic.

While returning home at more than 20 knots and several hundred feet under water, she held a raffle which raised an astonishing £2,000 for the South Atlantic Fund.

The last box of matches on board was sold for £16, and a packet of mints for £12. Other items included a haircut for £1 — and no haircut for £2! — and the world's first £8 chocolate Wagon Wheel.

Top prices of £101 each were paid for an alloy casting of the submarine and a linen tracing of the 110,000 miles the boat has notched up in the 2½ years of her commission so far.

So nice to see you all again!



HMS E
Nava
Exe

HMS Cordella's ships company at G
their way to Rosyth. Inset picture sh
Junella and HMS Farnella into Gibra

HUGE CROWDS have continued to welcome returning Task Force heroes to Britain's ports and air stations. On these pages we reflect just a few of the rapturous homecomings that have taken place during the past few weeks.

Massive crowds turned out at Southampton on August 9 to welcome the liner *ss Uganda* which had served as both hospital ship

and troop carrier. Aboard her were 135 Royal Navy officers and ratings, including 40 members of the QARNNS, the first female nurses to serve at sea since the Korean War.

With them were more than 600 men of the Gurkha Rifles, the 16 Field Ambulance Royal Army Medical Corps, and the P&O crew of 73.

From May 12, when the *Uganda* accepted casualties from HMS *Sheffield*, the hospital ship treated 730 cases, including 150 Argentine sol-

diers, and carried out 504 operations. In one day after the RFAs *Sir Galahad* and *Sir Tristram* were hit, the *Uganda* took on 159 wounded men.

She was deregistered as a hospital ship on July 13 to become a troop carrier.

Squadrons

There was an instant party for **826 Squadron** when its ten Sea King helicopters disembarked from HMS *Hermes* on July 22 and flew back to RN air station Culdrose. Culdrose also

welcomed back the Sea Kings and men of **825 Squadron** from the container ship *Atlantic Causeway*.

825 was formed and commissioned in just ten days in response to the Falklands crisis, and is due to be disbanded on September 17. The squadron was mainly used to ferry troops and equipment to the front line and saw plenty of action, including the rescue of men from the two ships bombed in Bluff Cove.

Primary role of 826 Squadron was to protect the carrier group from submarine and surface attack. For the most part the squadron was embarked in the *Hermes*, but detached on three occasions to operate from other ships and ashore in the Falklands. The squadron suffered no casualties or losses, despite two of their Sea Kings ditching at sea with mechanical failures.

MCM 11

MCM 11, one of the Task Force's most unlikely looking units, spent two days resting at Gibraltar before sailing proudly to Rosyth on August 11. Commanded by Lieut.Cdr. Martyn

Holloway, MCM 11 consisted of five Humber trawlers which were hastily converted into minesweepers at Rosyth in April.

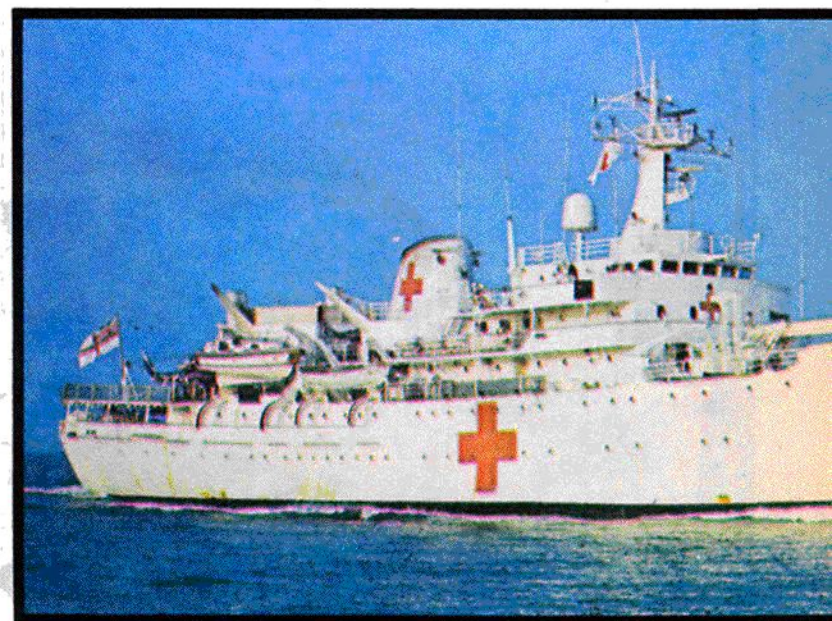
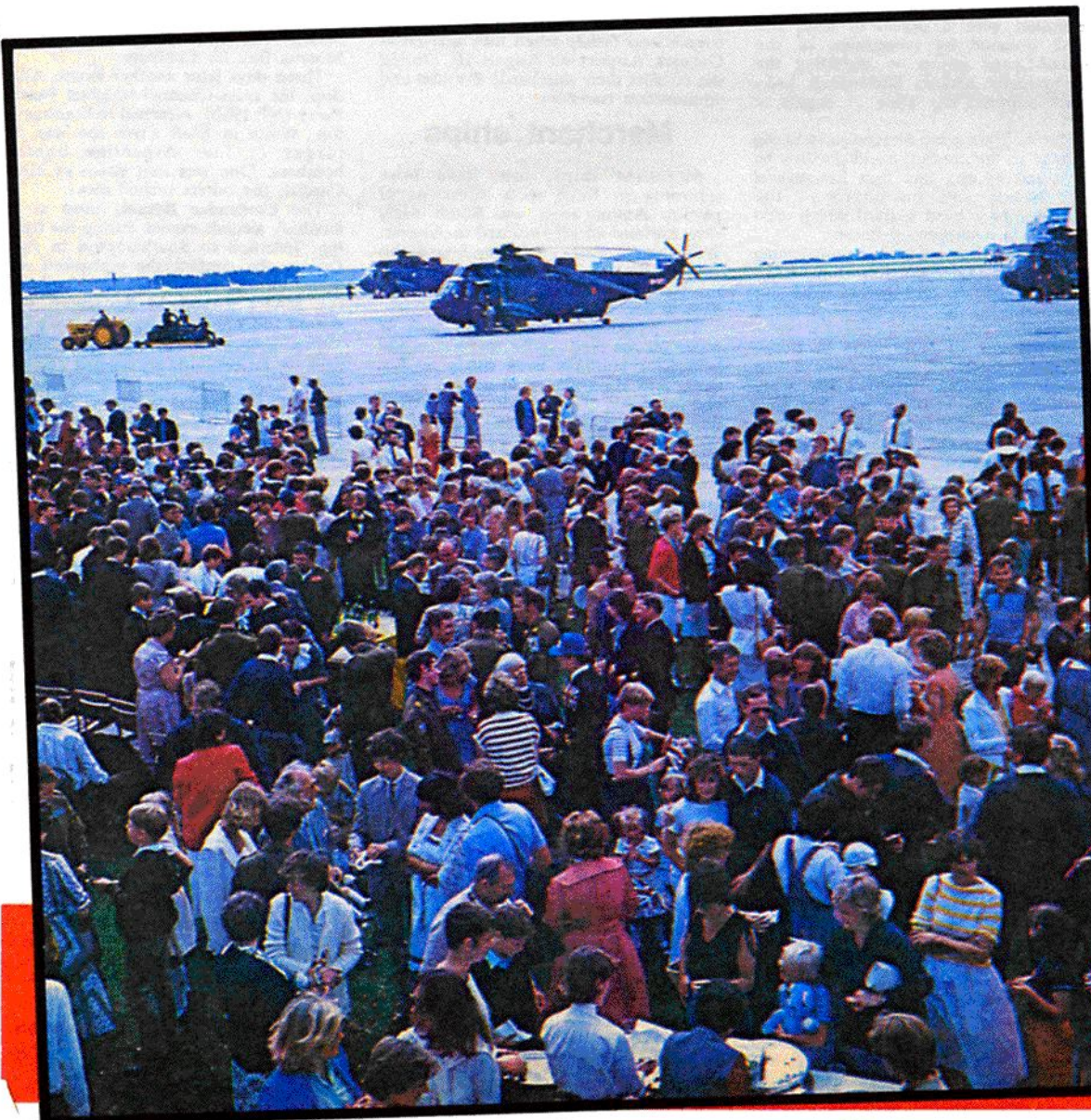
Commissioned into the Royal Navy, they were the only commercial vessels in the Task Force which could use the prefix "HMS."

HM ships *Cordella*, *Northella*, *Farnella*, *Junella* and *Pict* were involved in trans-shipping of troops and stores off South Georgia, operations with special forces, and mine-sweeping operations off Port Stanley.

After de-commissioning at Rosyth, the trawlers will return to the Humber to be refitted in civilian yards.

Cardiff, Exeter

Two warships to experience a "Pompey Special" welcome were the guided missile destroyers *HMS Cardiff* and *HMS Exeter*. They returned to a ticker-tape reception from the Round Tower as they entered Portsmouth Harbour on July 28.



Above — HMS Hecla pictured at Gibraltar on her way home from service in the South Atlantic.

Picture: LA(Phot) Danny Du Feu

Left — Families and friends celebrate with the men of 826 Squadron's ten Sea Kings had flown in to RN air station Culdrose at HMS *Hermes*.



Exeter (above) and HMS Cardiff (right) sail in to Portsmouth Naval Base to an ecstatic welcome from families and friends. Exeter picture: PO(Phot) Radar Thompson. Cardiff picture: LA(Phot) B. Bower.



Gibraltar, where the MCM 11 Squadron ships called on. Shows the Cordella leading HMS Pict, HMS Northella, HMS Star at the end of their 3½ months in the South Atlantic.

Pictures: LA(Phot) Danny Du Feu

antom jets screamed out their welcome overhead as scores of craft and tugs firing their water cannons ushered the two Type 42s. Thousands of people lined the shore to wave and shout their greetings, and the crew of HMS Exeter lined their deck to cheer and applaud the destroyers which had rescued the carriers from air attack.

Cardiff joined the Battle Group on May 26 after a fast passage south in company with HMS Bristol. She was engaged in the air defence of the fleet, shelled Argentine troop positions and was a guardship in the San Carlos Water area.

When the Argentine garrison surrendered at Port Howard, West Falkland, the Cardiff was despatched to make a visible presence. Lieut.-Col. J. Hunt, commanding officer of the Commando Royal Marines, and Michael Harris, commanding officer of the Cardiff, accepted the surrender on June 15.

The ship fired nine Sea Dart missiles and destroyed two aircraft.

Capt. Hugh Balfour, commanding officer of HMS Exeter, described the last seconds of an Exocet missile attack on his ship. He ordered his ship's company to "hit the deck," but one missile went astern and the other was destroyed.

The Exeter, which sailed to the South Atlantic straight from guardship duties in the West Indies, spent ten days before the surrender in Falkland Sound, co-ordinating air defence and control of Harrier fighters.

On July 6 the Exeter dropped anchor in the harbour at Port Stanley just as her famous predecessor had done 40 years earlier after the Battle of the River Plate.

Four of the old Exeter's crew are buried on the Falklands, and the new Exeter was there to honour them. Forty of the ship's company went ashore for a service in Stanley's Christchurch Cathedral.

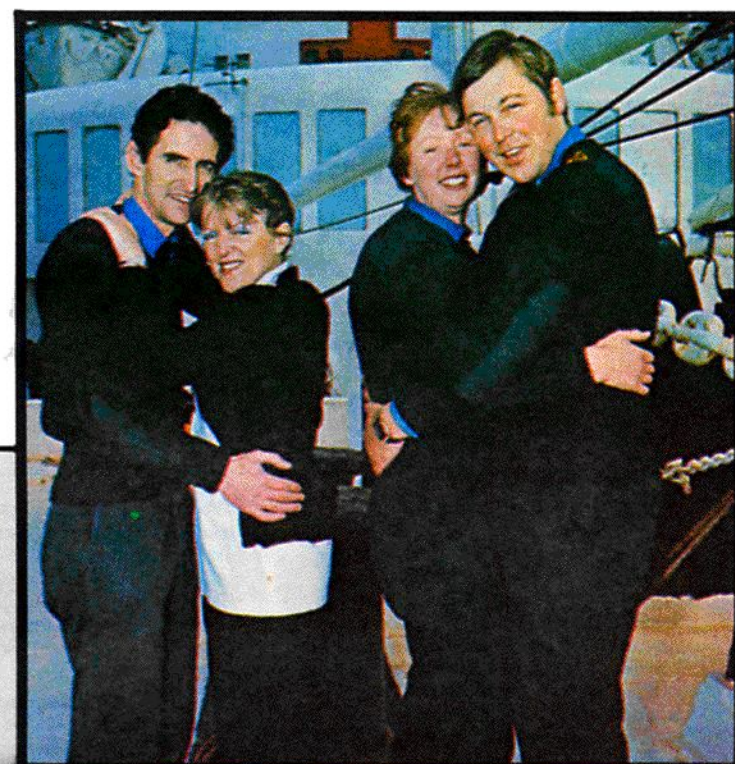
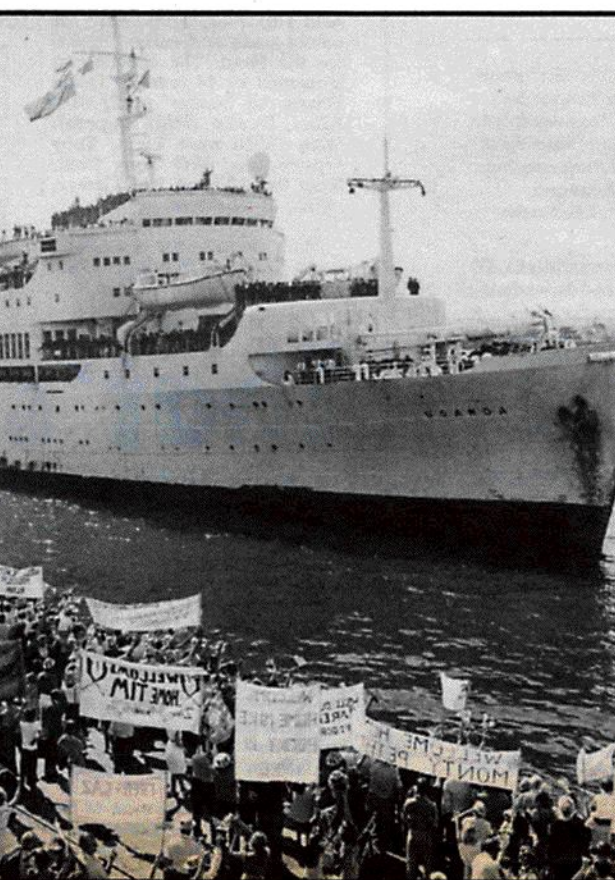
Hecla

Plymouth reserved a special welcome for HMS Hecla, the survey ship which served as an ambulance ship during the thick of the Falklands fighting.

The Hecla twice entered Grantham Sound to receive casualties from the ss Uganda for passage to Montevideo. On the first occasion 64 casualties were transferred by helicopter, but on the second the Hecla secured alongside the Uganda and took on casualties and stores via a hastily rigged gangway.

In all, the Hecla made three trips to Montevideo, transporting 178 wounded men.

All's fair in love and war!



Picture LA(Phot) Paul Gibson.

MOMENT of reunion on board ss Uganda for two Task Force sailors and their wives, both members of the hospital ship's medical staff. The rendezvous occurred 180 miles north of the Falklands during the hostilities.

POMA Jim Lake (left), serving in HMS Hermes, was able to spend a week with wife Rosemary when he accompanied HMS Sheffield survivors being transferred to the Uganda. MTI Dave Freer, of HMS Intrepid, also welcomed the chance to spend some time with his wife Maggie.

There were more reunions, of course, when the Uganda returned to Southampton (see picture left) on August 9. But it was an extra special homecoming for Mr and Mrs Lake... a few weeks previously Head Naval Nurse Rosemary had learned she was expecting their first child.

vice as a hospital ship

dron shortly after the
ter disembarking from

The money just keeps rolling in

THE FLOOD of contributions to the South Atlantic Fund was continuing unabated as news was released that widows and dependants of men killed in the Falklands campaign were to receive £10,000 to meet immediate needs.

As a "thank you" to the public for the overwhelming response to the appeal, 3,250 colour posters have been put on sites throughout the country — an operation mounted free of charge by **Independent Poster Sales Ltd.** and designers **Dayton Groom and Saunders.**

At the other end of the scale, Navy News has received a letter of thanks from ten-year-old Raymond Forster of Carlisle to HM ships **Nelson**, **Raleigh**, **Neptune**, **Cochrane**, **Drake** and **Invincible** and the **Royal Marines** for supplying cap tallies and other items for a display which raised £60 for the Fund.

The **Post Office** has swelled the Fund's coffers by a generous £250,000 from the sale of pictorial envelopes. Lord Romsey gave £3,875, the admission proceeds to **Broadlands** for the international Heli-Meet helicopter event staged there on July 20.

Relatives and friends of **HMS Sheffield's** ship's company formed a support group during the conflict and raised more than £4,000. A Doncaster man raised £1,640 of that total.

CPO Robert Carthew, a survivor of **HMS Antelope**, disguised

SOUTH ATLANTIC FUND

himself as King Neptune and landed by helicopter at **Manor House Hotel**, **Moretonhampstead**, in Devon, as part of an Armada spectacular, organised by the hotel, which raised £770 for the Fund.

Six sailors from **HMS Naiad**

cycled more than 500 miles via **Sheffield**, **Coventry**, **Milford Haven** and **Hereford** — all of which are associated with ships lost in the South Atlantic — and raised £1,600 for the Fund. They hope to add a further £1,000 when they raffle the bicycles they used, all donated by **T.I. Raleigh** of **Nottingham.**

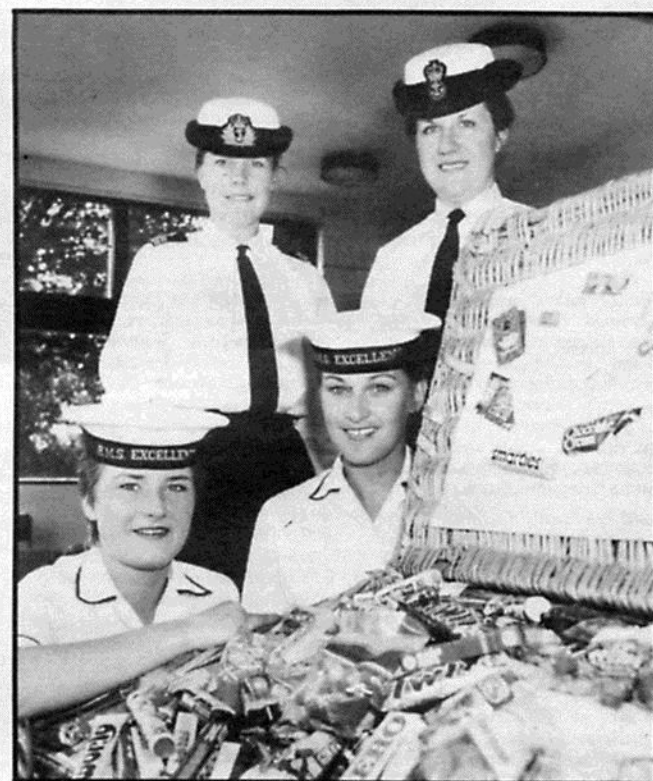
Comedian **Jim Davidson** was thanked by the **Senior Rates Mess** in **BRNC Dartmouth** for the work he had done in aid of the South Atlantic Fund. **Jim** and the cast of his summer show at the **Princess Theatre**, **Torquay**, visited the mess at the



Champagne types . . .

A champagne breakfast with strawberries and cream was the reward for Wrens of **HMS Sultan** and **HMS Centurion** after a 12-hour "Type-In." The girls, seen here having their glasses topped up by Third Officer **Trisha Blocks**, raised £200 for the South Atlantic Fund.

. . . and sweeties!



An appeal by **Portsmouth's Radio Victory** for sweets for the Task Force produced this bumper collection from personnel serving in **HMS Excellent**. Pictured with the goodies are (left to right) Wren TSA Sally Smalles, Second Officer Lynda Mills, Wren TSA Leonie Smith and POWren QA Elaine Watson.

invitation of president **FCPO Roger Hughes.**

The **Provincial Grand Lodge of Hampshire** and the **Isle of Wight** contributed £1,235 and a further £1,000 was raised by the pupils of **North Salford High School** in **Manchester.**

A marathon afloat was the choice of a naval party serving at **RAF Wyton**. They paddled a 14ft. raft along the **River Great Ouse** from **Buckingham** to **Kings Lynn** — roughly 104 miles — and collected money en route in riverside pubs.

Three days after **HMS Alacrity's** return from the Falklands, a £660 cheque was presented for the Fund to **RO Colin Bookham** of the **Alacrity**, by **Mr. John Martin**, landlord of the **White Hart Inn** at **Wood Street**, near **Guildford**. A further £108 was raised during the cheque presentation lunch.

A barbecue by the **Wives Social Club** in **HMS Forest Moor** raised £100 for the Fund.

Workers at **Ferranti Ltd.** in **Oldham** held a cabaret disco and raffle to raise more than £400 for the Fund. **PO Mike McCabe** (**HMS Fearless**) and **AB Tony Ward** (**ss Canberra**) were there to help with the raffle.

Nearly 800 pupils at **Sandown Court School**, **Tunbridge Wells**, held a sponsored run round the school track and earned £1,600 for the Fund. The cheque was presented by 14-year-old **Jackie Davies** to former pupil **RO Julian Durdle** (**HMS Superb**). With **Julian** were **Lieut. Tony Milstead** and **WO Tony Smith** from the **RN** and **RM Careers Office** at **Chatham.**

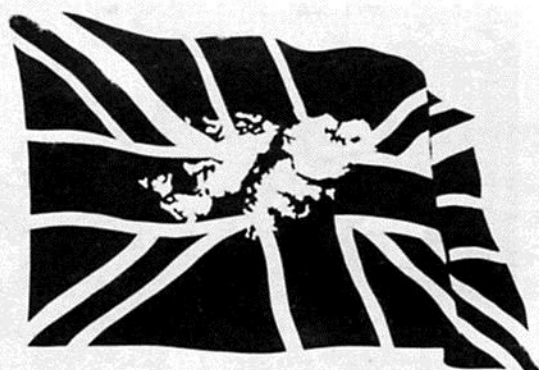
More money for the Fund came from a five-man team

from the **RN School of Aircraft Handling** who attempted to break the **Black Mountains All Points Trek** record.

Capt. M. H. Layard, commanding officer of **HMS Seahawk**, received a cheque for £267 on behalf of the Fund following a soccer match between his **WRNS** personnel and

the **RAF Sea King** training unit based at **Culdrose**. The airmen won 6-3, after a bitter struggle!

Staff at **HMS Nelson's Victory Club** worked free of charge and organised raffles to raise £830. The money was present by **Doris "On the Buses" Hare** to **Lieut-Cdr. David Maddrell** for the Fund.



SOUTH ATLANTIC FUND

The Trustees of the South Atlantic Fund have been enormously moved by the generosity, concern and admiration for Britain's fighting Services, civilian supporting staff, members of the Merchant Service and others involved in the South Atlantic Operation which have been expressed through and with the donations received. They wish to thank all those people, groups of people, children, pensioners, schools, firms, societies, trades unions, associations, governments and charitable trusts both at home and abroad who have so spontaneously and generously contributed to date **£11.5M** to the South Atlantic Fund.

The South Atlantic Fund is a Registered Charity (Number 285161) and to meet the various wishes of donors its governing instrument (Trust Deed) has been framed to enable the Fund to relieve the needs of members of the Armed Forces, associated Civilian Personnel, and their respective dependants, involved in the South Atlantic Operation, whenever and wherever they arise.

All money will be disbursed through existing charities, principally the **King George's Fund for Sailors** which covers all Seafarers and the **Royal Marines the Army Benevolent Fund** the **Royal Air Force Benevolent Fund** and each individual Services Amenity Fund.

The Trustees have already authorised grants totalling **£1.5M** to these Charities, to cover expenditure already incurred as a result of the operations, and to the Services Dependents Funds to reimburse them for the grants they immediately made to the widows and dependants of their members killed in the operation.

Substantial additional grants totalling **£1.8M** have been made to widows and dependants of those killed to meet their immediate needs. All dependants and those injured will be informed individually of how they should seek assistance in the future. All Charities in any way connected with relief of the needs of Servicemen, ex-Servicemen, Merchant Navy Personnel and Civilian Personnel associated with the Services will be asked to ensure that any suffering or need arising as a result of the South Atlantic Operation, which comes to their notice, is brought to the attention of the South Atlantic Fund so that funds may be made available to alleviate some of the suffering and meet the needs.

David Evans
AIR CHIEF MARSHAL
CHAIRMAN OF TRUSTEES

That's some trek

AN ENDURANCE test, which will make commando training seem like child's play, will be undertaken in October by four **Royal Marines** who hope to ride across Australia on a tandem bicycle, then run across New Zealand from Wellington to Auckland.

In Australia they aim to cover 2,723 miles in 25 days, then run across the North Island of New Zealand, three of the team completing the equivalent of a marathon a day for eight days, with the fourth member driving the support vehicle.

The endurance expedition, backed by **Jimmy Savile** and the **Royal Marines**, aims to raise £50,000 for the **Stoke Mandeville** appeal.

Eighteen sailors from **HMS Daedalus** chose a less exhausting way of raising cash. They went on a sponsored cycle from **Romsey** to **Chichester** — the

hard way — via **Oxford**, **Guildford** and **Dover** and hope to raise £500 for **Helen House**, hospice for sick children in **Oxford.**

Senior apprentices in **HMS Caledonia** tested their speeds in a triathlon race against members of staff. By asking people to guess the time the race would take they raised £75 for the **Royal Institute for the Blind** in **Scotland.**

HMS Fisgard raised the magic total of £1,000 in one year for their principal charity — the **Guide Dogs for the Blind Association** — a total not achieved since 1979.

Discount on advanced sales of a giant commissioning book for the Task Force, published by **Maritime Books**, **Liskeard** in **Cornwall**, raised £800 for **King George's Fund for Sailors.**



Massive backing for Fund

THOUSANDS OF POUNDS continue to pour in to the South Atlantic Fund from branches all over the country, one of the biggest donations received to date coming from Derby branch, who organised a Task Force dance which raised £1,500.

Shipmate Derek Blount, vice-president of the branch, presented the cheque to the Mayor and Mayoress of Derby, Councillor and Mrs. Norman Glen.

There was rejoicing at **Nidderdale** when shipmates welcomed back the youngest member of the branch, AB(R) Stuart Robinson, who served in HMS Glasgow. A stall at Ripon Market, manned by shipmates, raised £130 for the fund.

Shipmates at **Gravesend** operated four stalls at their local family week-end gala, organised

in conjunction with Gravesend Council and raised £200.

They also held a memorial service for the late Shipmate Vic Gurr, founder member of the branch who was made a life member three years ago. Vic worked hard to establish the branch's own club, a project he saw completed before he died.

Dursley, which commissioned only last October, and which is not a large branch, raised £600.

Individual efforts by Shipmates Tony Deavany and J. W. Silvester, who sold tickets in their local club at **Mablethorpe** and in the

Louth Hotel, raised £137.50.

Shipmate Betty Kirkwood, wife of the president of **Wokingham and District** organised a bingo and raffle which raised £202.

A busload of shipmates from **Doncaster** attended HMS Mermaid reunion in HMS Nelson, organising two raffles on outward and homeward journeys which raised £122.

At a dinner to celebrate the silver jubilee of **Dereham** branch, £130 was donated to the fund. During the dinner a pewter statuette was presented to Shipmate David Lambert, the branch standard bearer, by Cdr. Alec Fearn, president of the branch.



Picture: The Weekly News, Lancs.

Sights set on charity targets

ADOPTED targets for the Central Charities Fund in 1982-83 are the historic charity of The Hospital of Sir John Hawkins, Chatham, and the Royal Alfred Seafarers Society.

The hospital, for naval and dockyard people in need, is raising money locally to rebuild accommodation. It is proposed that the RNA assist with furnishing, and at a time when the Chatham Naval Base is about to close, the project could not be more timely.

Though the Royal Alfred Seafarers Society was founded to assist merchant seamen, a new Royal Charter in 1977 enabled them to open doors to retired officers and men of the Royal Navy, Royal Marines, and their widows.

The society has houses in Banstead, Surrey, and at Eastbourne, Sussex, and a housing association provides flatlets at Banstead. Their need is for new beds in the wards for disabled at Banstead.

From far and wide

SHIPMATES of Port Elizabeth branch in the Republic of South Africa, send congratulations to men of the Task Force on their wonderful achievement in the Falklands. They remember those who died and extend their sympathy to their relatives. To the wounded, they wish a speedy recovery.

From Shipmate Norman Tilsley, PO Box 511, Hamilton 5, Bermuda, comes news that plans are afoot to reactivate their branch after almost 15 years. There is enthusiastic response from members of HMS Malabar, and ex-Naval personnel living in the area.

OBITUARY

Shipmate Jack Cooper, founder member, Stourbridge, aged 63.

Shipmate Archie (Pop) Dunbar, Leamington Spa and Rugby, July 12, aged 95.

Shipmate John Lloyd, life and founder member, Aberystwyth, May 31.

Shipmate Wally Thompkins, Gravesend, July 5, aged 54.

Shipmate J. R. Douglas, Association of Naval Ex-Servicemen, Burnley and Pendle, June 9, aged 64.

Happy returns

IT WAS a night of rejoicing at **Widnes** when two local lads, survivors of HMS Sheffield, returned to their home town for a celebration buffet dance organised by shipmates of Mill Brow Navy Club.

The sailors, Chris Purcell (left) and Edward Stead, with their wives Sharon and Liz, are seen enjoying the occasion with Shipmates Cyril Chalmers, Frank Sinnott, Geoff Dearden, Jimmy Rimmer, and Herbie Houghton.

Servicemen from Yeovil area was read out.

On a fleeting visit to HMS Nelson to organise the RNA stand at Portsmouth Open Days, Shipmate Doug Gough, dropped in to give an on-the-spot report on the activities of **Helston** branch.

He highly recommends a tour made by shipmates to Goonhilly Down satellite station, which surpassed expectations.

He also mentioned a very enjoyable visit by shipmates to HMS Londonderry at Falmouth. She was guardship during the Tall Ships Race.

Sea of standards at Royal Tournament

IN BRIEF

COMMANDING officers of ships of the Task Force have written to Headquarters to thank the Association for letters and gifts. The support given from home was of the utmost importance for morale.

★ ★ ★
Orders for the 1983 RNA Diaries have now closed. Those branches who have not yet paid, please send payment as soon as possible to: Shipmate Jim Wilcock, 21, Wharfedale Avenue, Harrogate, HG2 0AU.

★ ★ ★
No. 1 Area and Open Standard Bearers competition will be held at the Royal Marines Reserve Headquarters, 2, Old Jamaica Road, London, SE16, at 1400 hours on September 11.

Branches not in the area who wish to enter are requested to apply for details to Shipmate A. A. Walker, 71, Wolsey Grove, Burnt Oak, Edgware, Middlesex, HA8 0BN, telephone 01-906 0048.

★ ★ ★
Aberystwyth are holding a Trafalgar Parade on October 24, at 1330 hours, to which other branches are invited. For details contact Shipmate Gareth Lewis, Aberystwyth Branch, 51, Maesheli, Penparcau, Aberystwyth, telephone 0970 615493.

BONDS between the Royal Navy and the Royal Naval Association were demonstrated by the presence of 90 area and branch standards at the Royal Tournament at Earls Court on July 24.

Supported by the national standard of the Royal Marines Association and eight branch standards of the Association of Wrens, the parade was led into the arena by national standard bearer, Shipmate Bill Carruthers, of Liverpool.

PRIME MINISTER

The impressive entry drew a warm welcome from a near capacity house — the standards were dipped at the royal box, occupied by the Prime Minister — and their exit was also generously applauded.

For the standard bearers, who had travelled from all over the country, at their own expense, to make this very brief appearance it was a proud occasion enhanced by an excellent commentary by Basil Reitz.

At the invitation of their

"oppos" — the Amicale Des Marins Anciens Combattants De Cherbourg — shipmates of Poole paid a return visit to Cherbourg to complete the "twinning" of their branches.

The visitors were accommodated in the homes of their French hosts and were overwhelmed by the hospitality and friendship extended to

BRANCH NEWS

them. During their visit a full programme included receptions in their honour given by the Mayors of Cherbourg and St Pierre Eglise.

There were visits to the Utah invasion beach, the airborne museum at St-Mere-Eglise and a ceremony at the Naval War Memorial, where the Poole standard was paraded alongside those of French ex-Service associations. The visit ended with a dinner dance attended by 250 guests.

Shipmates of **Worcester** send their thanks to the POs' messes of HMS Nelson and HMS Dolphin for the welcome and hospitality they received during a recent visit.

A thank-you also went to shipmates of **Royal Leamington Spa** from members of the Flower-class Corvette Association, for a marvellous reunion held in their club.

MUMS

Shipmates of **Purley** send their thanks to those of **Gravesend** for a happy get-together in their club with shipmates of **Crawley** and **Birmingham**. A small get-together of ex-Phoebes, 1946-48, arranged at **Chatham Naval Club** was so successful that plans are now under way to organise a full-scale reunion.

Rushden, like other branches, entertained some of the Task Force mums, who enjoyed an evening of sympathetic talk while their sons were serving in the South Atlantic in HM ships **Brilliant**, **Hermes**, and **Herald**.

THANKSGIVING

Shipmates of **Yeovil** attended a service of thanksgiving for cessation of hostilities. The lesson was read by Sub-Lieut. Steven Judd of 845 Squadron, and a roll of honour of the 14

A PROUD moment for shipmates of **Birkenhead** when their standard was dedicated on June 20. Among those who attended the ceremony are (from left): Lieut.-Cmdr. De Hennin, Commanding Officer TS Black Cap, Shipmates H. Walker (secretary), T. Patterson (chairman), Vice-Admiral Sir Peter Austin, Shipmate Pounder (president) and Mrs. Pounder, Shipmate Christie (vice-chairman), Lady Austin and Captain J. Rayner, RM, assistant secretary RNA Headquarters.



Picture: Bob Bird

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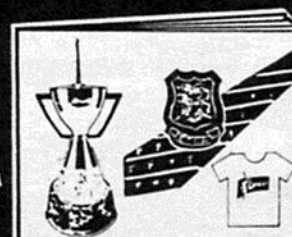
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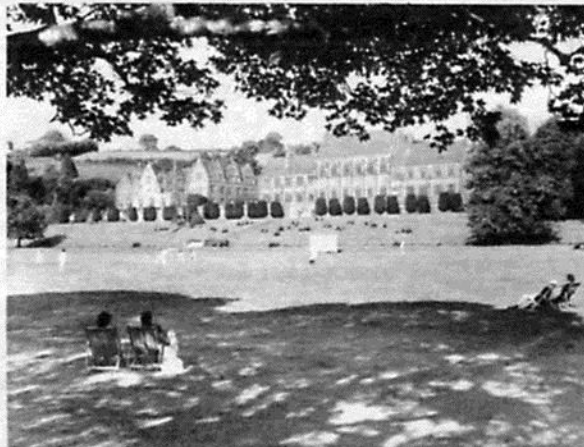
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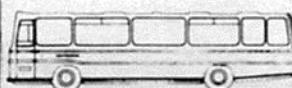
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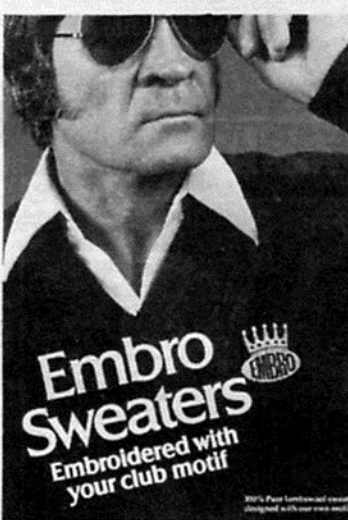


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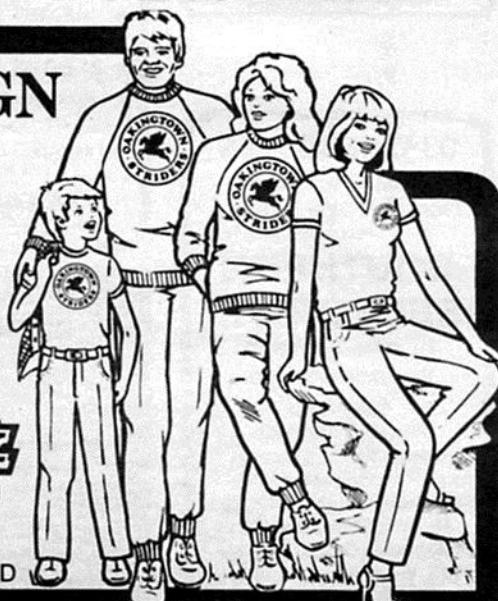
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Sirius, Galatea rejoin Fleet

Leanders back in business

TWO Leander-class frigates have rejoined the Fleet after completing refits which started last year.

Ikara-armed HMS Galatea was recommissioned at Devonport after becoming the last frigate to be refitted at Gibraltar, while HMS Sirius, armed with Exocet missiles, was rededicated following her refit which began in May, 1981. The Galatea has already completed her work-up; the Sirius was due to become operational at the end of August.

HMS Galatea was recommissioned on June 18, exactly a month after the ship's company had been flown to the Rock to join her. The commissioning cake was cut by Mrs. Olwen Roberts, wife of the commanding officer Cdr. G. D. B. Roberts. She was helped by the youngest rating, JMEM Ian Thompson (16).

Six days after that ceremony, the Sirius was rededicated in the presence of the Flag Officer Plymouth, Vice-Admiral Sir Simon Cassels, and the Lord Mayor of Plymouth. The ceremony was led by the ship's commanding officer, Cdr. Peter Melson, and began with a Gaelic blessing dating from 1589.

Later 350 guests joined 230 members of the ship's company for refreshments on the flight deck, where the commanding officer's wife, Mrs. Doreen Melson, cut the cake with the

Wilkinson Sword of Peace, presented to the ship for her work following the St Kitts ferry disaster. She was helped by the youngest rating, JS(M) Scott.

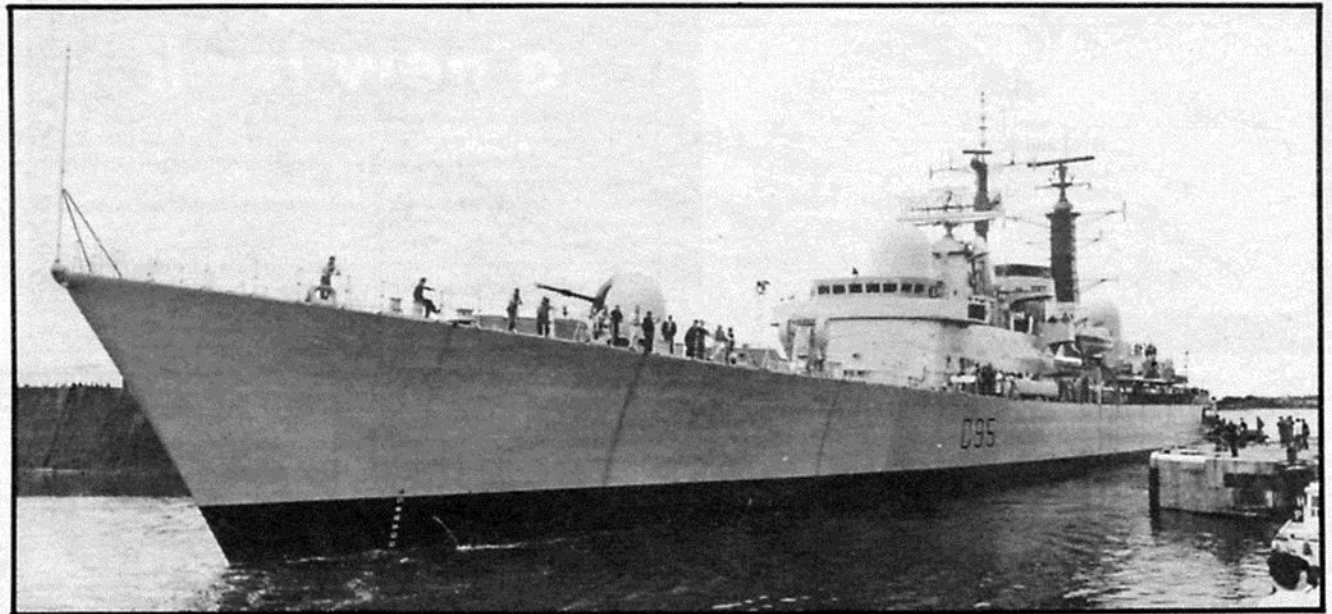
The refit had been followed by three weeks of sea trials which would ordinarily have taken five weeks. The tough schedule and shortage of leave was eased on July 10 by a families day.

Portrait unveiled

ADMIRAL Sir John Fieldhouse, the Commander-in-Chief Fleet, unveiled a new portrait of Admiral of the Fleet Lord Mountbatten of Burma during his recent visit to BRNC Dartmouth. The painting was done by Miss June Mendoza.

Admiral Fieldhouse was at Dartmouth to attend a passing out parade.

Picture: CPO(Phot) John Drew.



SHOWING off her long lines, HMS Manchester, first of the "stretched" Type 42 destroyers, returns to Barrow-in-Furness after sea trials. She is due to commission this autumn.

Naiad keeps a busy schedule

HMS NAIAD has shouldered a busy training schedule in the absence of so many ships in the South Atlantic.

Final week of the ship's work-up in June was lost to an unserviceable air conditioning unit which took a week to repair in Devonport. But the frigate then began two weeks of PWO(U), sonar and helicopter controller class training at Portland in company with HMS Torquay.

Both ships sailed to Le Havre to

provide a guard for the Bruneval remembrance ceremonies, and later the Naiad went on to a weekend in Portsmouth and training in the Portland areas. She also laid a wreath off St Catherine's Head in remembrance of those lost in HMS Sheffield.

Next on the agenda was the west coast of Scotland and some typically changeable weather. While this was going on six members of the ship's company completed a sponsored cycle ride in aid of the South Atlantic Fund. They hope to raise about £2,600.

Kingfisher's limelight

HMS KINGFISHER enjoyed superb hospitality when she visited Nykoping on the island of Mors, Denmark, and Varberg in Sweden during her summer deployment.

With few Royal Navy ships available to visit Danish and Swedish ports recently, the Kingfisher became the focus of attention and was involved in many social and sporting engagements — including a soccer match against a Swedish Ladies XI!

More than 400 people visited the ship at Nykoping, and another 1,000 took advantage of "open ship" at Varberg. Many expressed their admiration to the ship's company of the Royal Navy's conduct during the Falklands operation.

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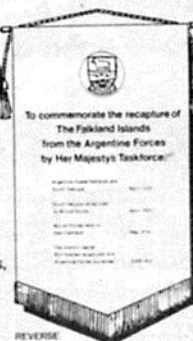
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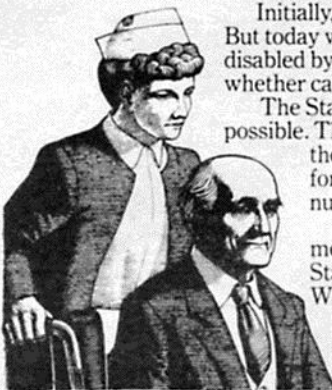
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Phoebe sports a new look

NEW LOOK for HMS Phoebe ... as the refitted frigate arrives at Portsmouth, hawk-eyed observers will notice several changes: she has lost her "bedstead" aerial, her forward Seacat mounting has been removed, her Exocet mountings have been reduced in height, her direction finder on the bridge roof has been replaced by a 20mm Oerlikon, and a similar gun has been fitted on the stern. The Phoebe later left Portsmouth to complete work-up at Portland.

Picture: Michael Lennon.

CROWDS lined the streets when the ship's company of HMS Torquay exercised their right to march through the Borough of Torbay "with bayonets fixed and drums beating."

The training and trials frigate paid a three-day visit to the borough in July before a week's self-maintenance period in Portsmouth and anti-submarine warfare training at Portland.

Seventy-three officers and men, led by a Guard and Torbay Brass Band, paraded through the centre of Torquay, where the ship was granted the Freedom of the Borough last year. They were accompanied

Torquay on the march

by the Sea Cadets of TS Torquay.

The Mayor of Torbay, Cllr. F. G. Skinner, took the salute and hosted a reception for the marchers.

During their stay, the sailors took part in sporting fixtures and held a ship's company dance arranged by the ITT company's social club at Paignton. A £100 cheque, raised in the factory, was presented to the ship for the South Atlantic Fund, and parcels destined for the South Atlantic were presented by the local branch of the Royal British Legion.

Gallantry awards

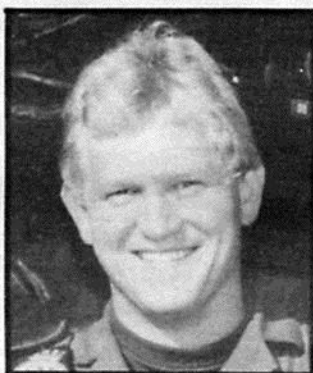
JOHN'S BAR

FOR the first time a Navy man has earned a bar to the Queen's Gallantry Medal. APOACMN John Spencer, by showing outstanding courage during rescue missions, won the award twice within 14 months.

PO Spencer was the diver in a Sea King helicopter despatched from HMS Daedalus on December 13 last year to go to the aid of the Ecuadorian merchant vessel Benita, in distress off Portland.

In severe weather conditions and with the badly listing vessel rolling through 60 degrees, PO Spencer suggested that he be lowered on to the side of the ship. This done, he then moved up and over the guardrail, although he had only seconds before the ship rolled back.

He rescued four survivors before shortage of fuel in the helicopter and failing light prevented him making further at-



PO JOHN SPENCER

John Spencer is at present serving at RN air station Portland, where HMS Daedalus Search and Rescue flight is temporarily based.

RFA ENGADINE

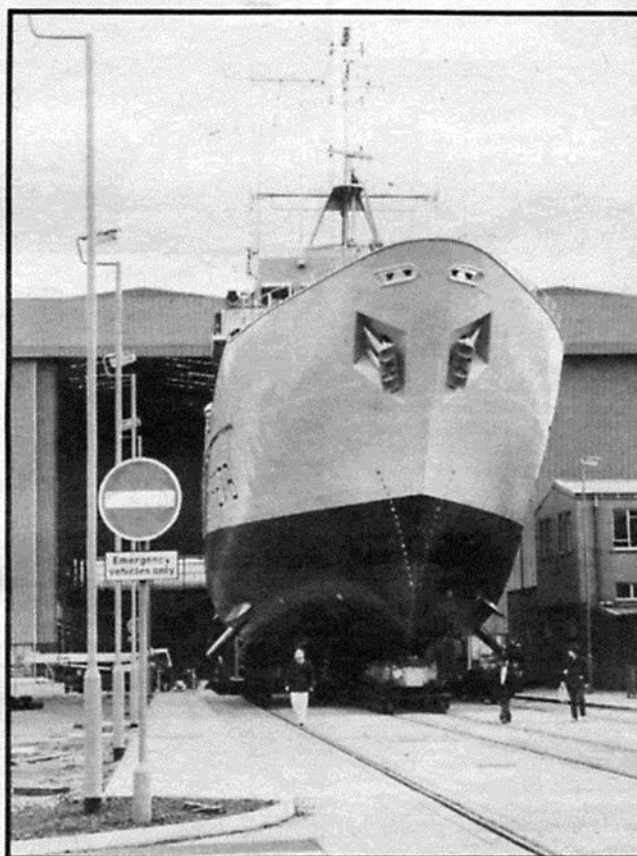
TWO officers and four seamen from RFA Engadine have been awarded gallantry medals for their fire-fighting actions during the rescue of the blazing mv Melpol off the Isle of Wight in December.

Chief Officer Christopher Smith and CPO(Deck) John Olley have been awarded the Queen's Gallantry Medal, and Third Engineer Officer Roger Stevens and Seamen Reg Williams, Barry Knowland and Wesley Smith have been awarded the Queen's Commendation for Brave Conduct.

As reported in the July edition of Navy News, a Royal Navy helicopter crew received eight commendations for their part in the rescue.

tempts. During each lift he sustained severe bruising and abrasions through repeated collisions with the ship's structure, but concealed his injuries until completion of the mission.

His first QGM was awarded for his part in an underwater rescue in October, 1980.



DRY RUN

SPICK and span after a month-long facelift, HMS Alderney is wheeled out of the synchrolift refit complex at Rosyth to continue her fishery protection work. She completed the docking and essential defects period on July 2, returned on July 15 to patrol duty off the Isle of Man, spent two days in the Manx port of Peel, carried out a week's work in the South Western Approaches and took part in Alderney island's gala week in early August. The ship returned to Rosyth to begin main leave on August 20.

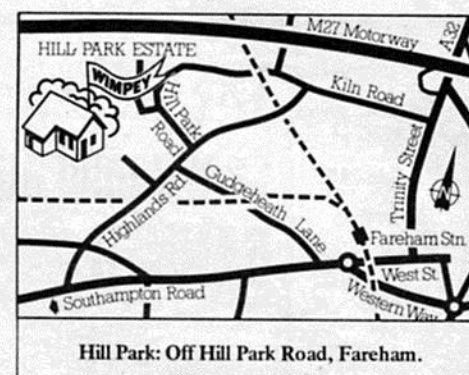
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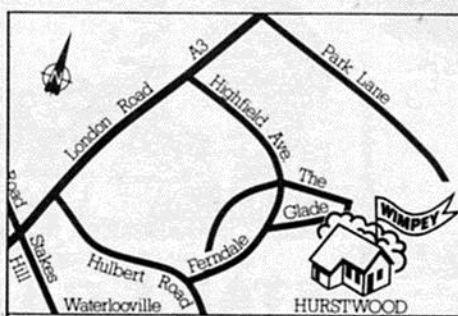
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CLEAN CHANGE FOR ACTION

THE SHIP'S COMPANY to go to breakfast and change into clean underclothing — traditional preparation for battle — was probably piped for the last time in the Royal Navy on New Year's Eve 1942.

On board HMS Onslow, of the 17th Flotilla of "O" class destroyers, was Captain D. Capt. St Vincent Sherbrooke, escorting a convoy to Russia, and about to engage in one of the most courageous and triumphant episodes in British naval history.

Four ships of the flotilla, plus HMS Achates, in their defence of Convoy JW51B, found themselves against a German squadron comprising a pocket battleship, a cruiser and six destroyers.

There was a running battle in

the snow showers, heavy seas and freezing misery of the Arctic. Casualties in the Onslow included a severe wound for Capt. Sherbrooke (later to be awarded the Victoria Cross), but the ship survived near-fatal damage to win through.

75 convoys

Eventually the German squadron, which should have made mincemeat of the convoy and its escort, withdrew into the night to lick its own wounds.

In all 75 convoys fought their way through desperate Arctic conditions to take supplies to the Russians and so help the

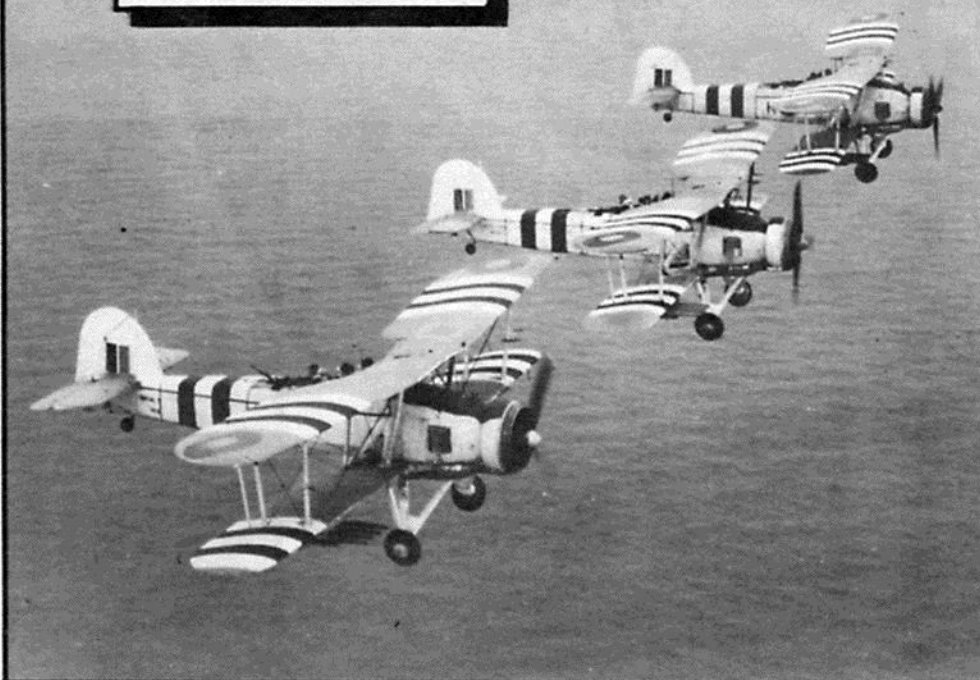
fight against Hitler's Germany.

The 17th Flotilla of eight destroyers provided covering forces or close escorts to 44 of the convoys.

Author G. C. Connell pays a well-deserved tribute in his book "Arctic Destroyers — The 17th Flotilla," published by William Kimber (price £9.95).

He describes how the entire flotilla survived the war, recognised for its exceptional morale and for the distinguished officers who held commands.

BOOKS



Tail-end stingers

THERE'S a waspish look about these three Swordfish of 816 Squadron, sporting invasion stripes. They flew anti-shipping patrols over the western end of the Channel for a few weeks around D-Day.

The photograph is one of the scores of illustrations in FLEET AIR ARM AT WAR by Ray Sturtivant, published by Ian Allan (price £8.95).

It seems incredible now that such obsolete machines should still have been operational at the end of the war, but they played a notable part in Fleet Air Arm operations.

French view of the cuts

TO SEE ourselves as others see us is always a useful exercise, and such a glimpse is given in the English-language edition of the French publication "Combat Fleets of the World," edited by Jean Labayle Couhat.

After mentioning the decision to buy 100 Trident missiles for installation in the RN's new generation of strategic nuclear submarines at a cost of six billion pounds, the book goes on to say—

"The decision reached a few years ago to abandon a permanent presence in the Indian Ocean, together with the decision not to build another fleet of aircraft carriers, was the beginning of the inevitable reduction in the British surface fleet. The decision to renew the strategic oceanic fleet has only accelerated that reduction.

"But in spite of North Sea oil, the slow but continuous erosion of the United Kingdom's economic and political power has primarily led to the decline of the Royal Navy.

COMPETENT

"Such a decline is not as dire as some may have written, but the idea that it IS pleases incorrigible Anglophobes.

"There is no doubt that in the near future the Royal Navy will become numerically smaller than it is today, but it will consist of younger ships and the best fleet of nuclear attack submarines in Western Europe.

"With its composition and superior manning it will be perfectly competent to fulfil what has become its principal mission: to back up the US Navy in meeting the threat that the Soviet desire for maritime expansion constantly creates in the Atlantic."

"Combat Fleets of the World," available from Arms and Armour Press (price £29.50), is about 15 per cent longer than the previous edition, reflecting the global expansion of naval forces, including those of China.

Particular attention is paid to the smaller navies, "which because of the proliferation of sophisticated anti-ship missiles, are achieving a significance out of all proportion to their size."

IN BRIEF

"Power For The Fleet," by C. E. Preston, published by the Eton Publishing Company (price £13.95). Cdr. Preston, who served 26 years in the Navy, was closely associated with early pioneering in adapting aero gas turbines for ship propulsion. They are now widely used by both British and foreign navies. The book records the history of this outstanding success.

"The Armada," one of the "Seafarer" series by Bryce Walker and the editors of Time-Life books (price £9.20). This volume, beautifully produced, describes the deeds of the 45,000 men who took part in the epic naval encounter. Lavish illustrations, many in colour, include a collection of drawings of the types of vessels making up the Spanish fleet.

"Steaming to Bamboola," by Christopher Buckley, published by Collins (price £7.95). A lively account of the author's

voyage in a tramp freighter in 1979, the vessel "having her history written into her hull... a patchwork of dings and cicatrices from 35 years of banging into things on the watery hither-and-yon."

"The Falkland Islands," a folder published by the Falkland Islands Office, 2 Greycoat Place, Westminster SW1P 1SD, describing the prospects for the future — including tourism. "Few sights in nature are as impressive as the vast colonies of seabirds found there."

Sobering thought

"British Warships Since 1945 — Destroyers," the third in the series by Mike Critchley, published by Maritime Books, Dulde, Liskeard, Cornwall PL14 4PE (price £2.95). The book offers the sobering thought that the 250 destroyers in RN service at the end of the war had by 1964 been reduced to nine.

"The Maritime Story of Southern Eng-

land," by James Dunning, available from Heritage Publications in association with the Southern Tourist Board (price £1.50). The booklet brings together the maritime connections of the region from Weymouth to Emsworth, and includes details of maritime attractions as well as the simple pleasures of walking along the magnificent coastline.

"Historic Architecture of Chatham Dockyard, 1700-1850," by Jonathan Coad, published by the National Maritime Museum, Greenwich, London SE10 9NF (price £1.75), in conjunction with the Society for Nautical Research.

The dockyard's land and buildings comprise the most long-standing areas of intensive naval use in the country, the site as a whole forming an important industrial monument.

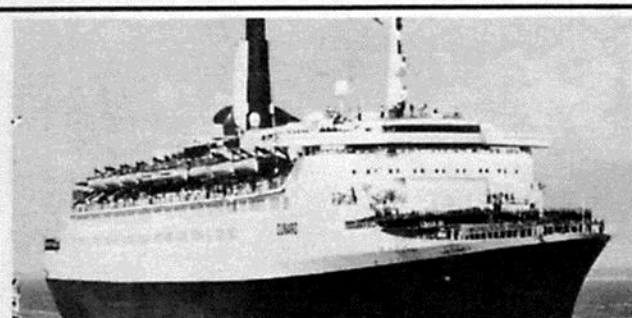
"Gunfire in Barbary," by Roger Perkins and Captain K. J. Douglas-Morris RN, published by Kenneth Mason (price

£12.95). The story of Admiral Lord Exmouth's battle with those high-seas raiders, the Corsairs of Algiers, in 1816 — a day when the attack was victorious, but at the price of a higher proportion of casualties than at Trafalgar.

Ideas in action

"Pre-Invasion Bombing Strategy — General Eisenhower's Decision of 25 March 1944," and "The Division of Europe After World War II: 1946." The two books are in the "Ideas and Action" series by W. W. Rostow, available in the UK from Gower. The first is priced at £9.50, and the second at £10.50.

"A King's Cutter," by Richard Woodman, published by John Murray (price £7.50). Another slice of adventure featuring Nathaniel Drinkwater's return to naval service in 1792 — a worthy follow-up to the previous novel.



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Giants' end

FOR a brief moment in the history of the sea, monsters of iron and steel ruled the waves and directed the march of nations.

They were the battleships, and most were towed meekly to their last resting place in the scrapyards, but others died fighting, cornered like dinosaurs, outgunned, or outmoded by their opponents.

"Sunk! — How the Great Battleships were Lost" by David Woodward catalogues the sinking of major ships from the Battle of Lissa in 1866 to the end of the Yamato in 1945. The author has picked on famous sea battles and peacetime disasters for his collection of naval drama.

"Sunk!" is published by George Allen and Unwin at £8.95.

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Life (Well . . . a week, anyway) on the ocean wave!

This article on the Joint Services Sailing Centre was written by Mid. Gerry O'Brien following a week-long cruise on board HMSTY Chaser in early April. Pressure on space has prevented us from using it sooner. PO(Phot) Roger Glee took the pictures.

THE SWELL was running eight to ten feet high and coming under our port quarter. We were rushing along at eight knots with an occasional burst at nine knots as, with the sea foam roaring under our bows, we surfed down the fronts of waves.

I was lucky. I had stopped being seasick half an hour before my trick on the helm. Below in the saloon of Her Majesty's Sail Training Yacht Chaser a third of the crew were lying down to lessen the effects of that unpleasant sickness.

We were, 11 of us, the crew for a week of a 55ft. Nicholson yacht with a purposeful profile and tremendous power in her tall sails. She belongs to the Joint Services Sailing Centre.

Hornet

Occupying the old Coastal Forces base at Hornet in Portsmouth Harbour, the yachts of the JSSC offer opportunities for groups of men and women from ships and establishments to undertake Adventurous Sailing expeditions. The smaller yachts are also used for courses on which members of the Navy, Army and Air Force can gain experience and recognised qualifications to sail service yachts.

Our crew were mostly from JSSC's shore staff and three of them, MEM(M) Nigel Digweed, MEM(M) Hampshire and LMEM(L) Pete Dunn, in company with photographer PO(Phot) Roger Glee, had never sailed before. It was early in the season and we were the vanguard of nearly 5,000 experienced and novice sailors of all three services who will use the yachts this year.

Watches

In sea routine, two watches work turn and turn about on deck while the third watch has a day cooking, cleaning, resting and being on call. They are the mother watch.

So it was that as we passed in darkness through the eastern entrance of Cherbourg Harbour the watch on deck and mother watch prepared ropes and fenders, stowed sails and watched for the lights of other boats.

By the time we had found our berth alongside Racer, another of JSSC's Nicholson 55s, it was too late to go ashore and most people went straight to bed.

Wind-swept Cherbourg was not a success as a run ashore, but through the judicious spending of the ship's welfare fund, towards which we had

all contributed £2, the mother watch produced a lunch which certainly was a success. After a tremendous feast of French cheese, bread and wine, and feeling confident and immune to the cold force seven wind, we set off for Guernsey.

West Indies

Apart from sailing courses and Adventurous Sailing expeditions across the Channel, JSSC yachts cruise far afield and compete in some racing events. Last year, for example, Nicholson 55s sailed to the West Indies, Gibraltar, the Canaries and the West Coast of Scotland with naval crews.

Yachts from JSSC also competed in the Services Off-shore regatta and the Fastnet Race. On occasion establishments are unable to provide complete crews for cruises. In order to accommodate people who might otherwise not have the opportunity to sail the JSSC maintains a list of individuals wishing to go sailing.

These volunteers are then fitted into short-handed crews. It was through giving them my name that I found myself pleasantly embroiled on this trip.

Fog bank

Three days after our stormy exit from Cherbourg we motored out of a fog bank and headed for the entrance of Portsmouth Harbour. Under our belts were trips to St Peter Port and St Anne's, Alderney. We had sailed a little over 200 miles, had a couple of runs ashore and hosted a late, late party with guest singers from Racer.

As we neared Hornet the thoughts of our crew were varied . . .

For the skipper, FCPO Des Walker, senior naval skipper at JSSC and the leader of a band of highly qualified and widely experienced permanent staff skippers, we were safely completing another milk run across the Channel. Each trip has its own unique character and this had been a smooth and varied trip.

For the confirmed sailors it had been a good sail. Everywhere we went the wind had blown from behind us which is a comfortable way to travel.

Signed copy

The mate, CPO Dick Elsom, had won the bonus of meeting Desmond Bagley by chance at a Channel Island yacht club and had shared some of his whisky at home. He has a signed copy of the latest work to prove it.

Among the first-time sailors there were an assortment of feelings. Pete hated it all and would never go again, "Susie" Hampshire did not find the sea or the sailing interesting, Digs quite liked it, and Roger the Phot loved every minute.

Sailing is a curious blend of excitement and tedium, of arcane knowledge and hard-headed practicality — and a fertile breeding ground for friendships. For thousands of people who have to pay for their sport it is also very expensive.

If you want to find out more about this strange pastime you could do no better than to try the flavour of a trip in a JSSC yacht. That is, after all, what they are there for.



Above — The sail training yachts Racer (foreground) and Chaser, two Nicholson 55s based at the JSSC, Hornet.



Above — Full speed ahead for Chaser during a sail training cruise from Portsmouth to Cherbourg and the Channel Islands.

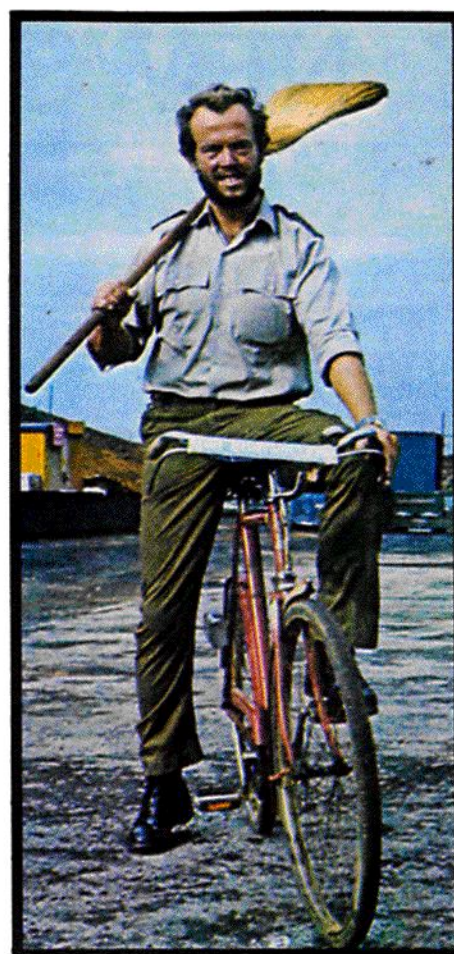


Left — A sail change as Chaser approached Alderney under a glowering sky during a week-long cruise in early April.

JUST TO PROVE he is part of the Royal Navy's Ascension Island "mopping-up" operation, CPO Tom King (right), the senior maintenance engineer, poses suitably equipped on the transport he uses to get around Wideawake Airfield. The sign on the handlebars says "RN Controller" — but the commanding officer of the naval element, Cdr. Aylmer Alexander, might have something to say about that! Below, a Sea King helicopter lifts stores from Wideawake Airfield at the height of the Ascension operation. In the foreground a deadly cargo of torpedoes awaits shipment. In the background is the rough, volcanic terrain that characterises the island.



Picture: PO(Phot) Len Cobbett.



Picture: Chris Horrocks.

ISLAND OF MIRACLES

TUCKED AWAY in the corner of an airfield on a half ugly, half beautiful, much maligned, almost forgotten, now suddenly vital island thousands of miles from nowhere, stands a cluster of tents and huts overflowed by the White Ensign.

This fraction of 34 square miles in the South Atlantic which civilisation (but not the Americans) passed by is what remains of the naval presence on Ascension Island, so crucial to Britain's success in the Falklands operation.

For the Royal Navy, as for the other services, Ascension is running down — although Wideawake Airfield (named

after the local birdlife, rather than its sleep-defying qualities) is still a 24-hour operation, dominated by the RAF.

Wideawake is also called Miracle Mile, not least because for a pilot it is akin to landing a Jumbo among the South Wales slag-heaps, and it has certainly earned the superlative during the past five months.

Professionalism

At the peak of the crisis there were 800 air movements a day on an airfield geared for only 55. You needed to be wideawake to stay alive, although the professionalism of the men running the operation made sure the odds were a long way short of miraculous.

Between April 9 and July 17 the men of 845 Squadron "D" Flight from Yeovilton flew 518 hours, lifting 3½ million

pounds of stores and more than 3,000 passengers between the airstrip and passing ships.

Seven helicopters which arrived stripped-down for their transport from the UK in Belfast aircraft were re-built by the flight in 48 hours apiece, as against the usual five to seven days.

The massive spares operation at the height of the crisis — ten engines leaving a day, for example — is now reduced to what the newly-appointed commanding officer of the naval element, Cdr. Aylmer Alexander, likens to a mail order business with 100 addressees, with perhaps two engines a day but many others items of various importance.

Manpower of the naval syndicate has now been cut from 80 at the peak to 34 who work with two Wessex load-carrying helicopters to complement the Sea

King and Chinook operated by the RAF.

Naval veterans include Sub-Lieut. Jerry Ridge, at Ascension since the start of the operation, and Sub-Lieuts. Gerry Thomas and Hector Heathcote, both in their second tour of "Task Force" duties.

Key factor

The eleven-man Naval Party 1222 includes a stores trio and a two-man Sea Rider team who ferry stores to ships from the small jetty. There is also a two-man "Motley" mobile air operations unit.

All acknowledge one key factor in the success of the Ascension operation: the willingness and co-operation of the St Helenan civilians who travel from their home 700 miles away to work under short contracts.

Despite its lack of indigenous population and ban on tourists,

this British island run by the Americans has some attractions, including a patch of mountain greenery with bamboos, bananas and Norfolk Pines in the middle of the volcanic moonscape.

Wildlife is also grippingly interesting — land crabs (as opposed to the airborne ones) on terra firma and killjoy sharks which police the potential swimming areas.

Even the most imperceptive and fleeting visitor leaves with the impression that, for some of the landlocked matelots at least, the home comforts and even shortcomings of Pompey, Guzz or Yeovilton are infinitely preferable...

Diomedea teaches them a lesson

AFTER helping to teach the Argentines a lesson in the South Atlantic, HMS Diomedea has been playing her part in helping to teach lessons of a different kind — maths and English to children in the settlements around San Carlos Water.

Parties were put ashore each day after the surrender, to help sort out the small mountain of stores left behind by the Army. Among the personnel was the Eighth Frigate Squadron's padre, the Rev. Peter Chapman, who helped the children with their three Rs and with PT instruction.

The ship provided showers and dry accommodation for many of the soldiers ashore, and a team from the Diomedea played an Army XI at soccer, drawing 0—0.

FAMILY REUNION

While on patrol with the carrier group the frigate exchanged personnel with her squadron leader, HMS Andromeda, an event which provided an ideal opportunity for a family reunion between brothers LMEM(M) Berti Burnell (HMS Diomedea) and MEM(M) Chris Burnell (HMS Andromeda).

The next day RS Lewis from HMS Bristol went aboard the Diomedea to visit his son, AB(R) Jock Lewis.

Meanwhile, the ship's charity was benefitting from a Give Up Smoking Today (GUST) campaign started by the first lieutenant, Lieut.-Cdr. Ted Walsh.

Victory march

REPRESENTATIVES of HMS Invincible are expected to take part in a Falklands celebration march by more than 350 members of the Royal Navy, Royal Marines and Royal Corps of Transport in Portsmouth on September 21. A service of thanksgiving was held in the city's Guildhall Square on July 29.

Royal cake team do it again

PRINCE WILLIAM'S christening cake was produced by the same team from HMS Pembroke that made the Royal wedding cake just over a year ago. In fact, the christening cake was part of the original wedding cake.

The 60lb. second tier was returned to the RN Cookery School at Chatham where the original icing was knocked off, and the cake was re-designed and re-iced.

In charge of the operation, which was carried out in secret, was Cookery Training Officer Lieut. Fred Motley. The wedding cake team of CPOCK David Avery and POCK David Scott worked on the new design, with Scott producing the artwork and Avery doing the icing.

Their finished product featured Prince William's names, the crown of the heir apparent, the Prince of Wales feathers, the coat of arms of Prince Charles, and the family crest of the Spencers.



MRS. T. WITH RESOLUTION

IT WAS a happy Resolution for Prime Minister Mrs. Margaret Thatcher when she decided to spend the first day of the Parliamentary recess at sea in a Polaris submarine.

Here she shares a hearty joke with petty officers over coffee in HMS Resolution, which was returning home after completion of the last operational patrol of her second commission.

Mrs. Thatcher's four hours in the Resolution, most of it spent dived, fulfilled her long-held ambition to go to sea in a missile submarine. She met members of the

starboard crew at work and, in the control room, observed Clyde shipping movements.

The Prime Minister was accompanied by the Commander-in-Chief Fleet (and First Sea Lord designate), Admiral Sir John Fieldhouse, also pictured here, and by the Captain Tenth Submarine Squadron, Capt. Frank Lowe.

Mrs. Thatcher was on the bridge when the submarine sailed up the Gareloch to berth at HMS Neptune. The vessel was beginning a refit at Rosyth in August.

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POINTS LEADERS

THE FOLLOWING list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

Intermediate (Int) indicates that men can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The numbers following the points (or basic dates) is the number of men who were advanced during July.

PO(EW)/RS(W) — Int (2.2.82), Nil; LS(EW)/LRO(W) — Int (20.4.82), 1; PO(M) — Dry, 2; LS(M) — Int (28.10.81), 8; PO(R) — Int (28.10.81), Nil; LS(R) — Int (11.3.82), 11; PO(S) — Int (29.10.81), 4; LS(S) — Int (15.9.81), 8; PO(D) — Int (30.10.81), Nil; LS(D) — Int (10.3.82), 1; PO(MW) — Int (4.7.80), 1; LS(MW) — Int (3.7.81), 3. PO(SR) — Int (24.7.80), Nil; LS(SR) — Int (5.8.81), Nil; POPT — Int (10.6.80), Nil; RPO — 286, Nil; RS — 109, 3; LRO(G) — Int (23.3.82), 1; CY — Int (17.6.80), Nil; LRO(T) — Int (8.12.81), Nil; PO(SM) — Dry, 3; LS(SM) — Int (23.11.81), 3; PO(TS) — Int (14.7.81), 1; LS(TS) — Int (16.7.81), Nil; RS(SM) — 300, Nil; LRO(SM) — Int (15.6.82), Nil; PO(UW) — Dry, Nil; POEM(M) — Int (12.2.82), 4; LMEM(M)

— Int (14.9.81), 17; POEM(L) — Int (25.3.82), 2; LMEM(L) — Int (14.8.81), 4; POEM(O) — Dry, 13; LMEM(O) — Int (4.6.82), 7; POWEM(R) — Dry, 4; LMEM(R) — Int (4.2.82), 2; POEM(M) — Dry, 1; LMEM(L) — Int (22.6.82), 7; POWEM(O) — Dry, 4; LMEM(O) — Dry, 1; LMEM(R) — Dry, 4; POWTR — Int (29.1.81), 4; LWTR — Int (19.3.82), 5; POSA — 437, Nil; LSA — 85, Nil; POCA — Int (4.1.81), 3; LCA — 137, Nil; POCK — 694, 3; LCK — 76, 10; POSTD — 446, 1; LSTD — 167, 3; POMA — 102, 5; LMA — 202, 4. POAEM(M) — Int (20.6.80), 4; LAEM(M) — 98, 13; POAEM(W) — Int (27.2.81), 1; LAEM(W) — 135, 5; POAEM(R) — Int (6.4.81), Nil; LAEM(R) — 65, 5; POA(AH) — 108, Nil; LA(AH) — 111, 2; POA(SE) — 750, Nil; LA(SE) — Int (1.8.80), Nil; POA(PHOT) — 418, 1; POA(MET) — 574, Nil; POACMN — Int (17.7.80), 2.

POWREN AEM(M) — Int (14.11.80), Nil; LWREN AEM(W) — Int (11.2.81), 1; LWREN AEM(R) — Dry, 1; POWREN CK — Int (24.3.81), Nil; LWREN CK — Int (22.7.80), Nil; LWREN LTR — 149, 1; POWREN DSA — Int (8.9.81), Nil; LWREN DSA — 99, 1; POWREN MET — 677, Nil; LWREN MET — 215, Nil; POWREN PHOT — 557, Nil; LWREN PHOT — 134, Nil; POWREN(R) — 278, Nil; LWREN(R) — 214, 1; POWREN RS — Int (9.12.80), Nil; LWREN RO — 147, 1.

POWREN STD O — Int (9.6.81), Nil; LWREN STD O — 147, Nil; POWREN SA — 81, 1; LWREN SA — 108, Nil; POWREN TSA — Int (18.12.80), Nil; LWREN TSA — 295, Nil; POWREN WA — Int (17.7.80), Nil; LWREN WA — 257, Nil.

POWREN WTR G — Int (10.2.81), 2; LWREN WTR G — Int (13.6.80), 4; POWREN WTR P — 102, Nil; LWREN WTR P — Int (16.2.82), Nil; POWREN DHYG — 167, Nil; POWREN REG — Int (3.3.81), Nil; POWREN PT — Int (10.2.81), Nil.

The Basic Dates quoted for WRNS ratings in the following categories which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWREN QA — Int (24.7.82), Nil; POWREN EDUC — Int (23.1.82), Nil; POWREN MT — Int (1.11.81), Nil; LWREN MT — 195, Nil; POWREN TEL — 241, Nil.

SWOP DRAFTS

WRENWTR(G) D. Langley, Area Security Office, Portsmouth Dockyard, ext 24258. Will swap for RNH Plymouth draft.

WEA2(WD) R. K. Maxwell, c/o Lieut Priddle, Portsmouth FMG, HMS Nelson, drafted HMS Minerva, Devonport, April, 27 months. Will swap for Portsmouth ship or shore base.

MEMI(M) R. P. Hall, (AMC), 3K Mess, HMS Galatea. Will swap for ship in refit, or not deploying, anywhere considered, except Portsmouth.

WTR R. Skinner, Pay Office, HMS Osprey, Portland, drafted HMS Yarmouth, Rosyth. Will swap for any Portsmouth or Devonport ship.

MEMI(J) T. Douglas (full AMC), 3P Port Mess, HMS Kent, drafted HMS Rotheray, Rosyth. Will swap for any Portsmouth ship, telephone HMS Kent ext 5701.

AB(R) Robinson, TIC, HMS Defiance, drafted HMS Glamorgan, Sept 82, refitting Portsmouth, nine months. Will swap for any Devonport ship, preferably not deploying, or shore base.

WRENWTR(G) L. Hopkins, HMS Defiance, Devonport, telephone HMS Drake ext 5122, drafted FES Portsmouth early Oct. Will swap for any area.

WRENCK D. E. Hogg, HMS President, Furze House ext 49. Will swap for HMS Raleigh.

LWTR Oldknow, HMS Daedalus ext 112. Will swap for HMS Warrior/President or any Devonport shore base/ship.

AB(S) D. McMahon, 3P Mess, HMS Yarmouth, Rosyth. Will swap for any OPV, SA Cogglin, Stores Office HMS Charybdis, Devonport. Will swap for any draft, preferably Portsmouth or Chatham areas.

LCK Owen, 14 Jubilee Close, Ivybridge, Devon PL21 0PJ telephone 2885, drafted HMS Guerrier, Rosyth, Nov. Will swap for any Devonport ship.

RS R. Shaw, HMS Hydra, BFPO 666, drafted HMS Mercury, Oct. Will swap for any draft.

AWEM(R) I. Cunningham, 3GP Mess, HMS Gurkha, due Portsmouth, then deploying. Will swap for shore base (Harrogate, Inskip or Northwood).

AB(M) Turp, 3E Mess, HMS Antrim, deploying. Will swap for any Portsmouth shore base.

LMEM(M) Pilkington, HMS Raleigh, drafted HMS Danae, Oct. Will swap for any Type 21 or 22. Replies to Plymouth Fire School ext 333 or Long Eaton (06076) 2771.

LCK Kenward, G-29, Mountbatten Block,

HMS Pembroke, drafted HMS Shetland, Nov. Will swap for any Portsmouth or Plymouth ship seagoing or in refit (or any other offers).

ALRO(T) Sylvester, 3L Mess, HMS Ajax. Will swap for any Portsmouth or Rosyth ship or shore base.

RO(T) Perrin, 3L Mess, HMS Aurora, due long stay Devonport, early Dec. Will swap for any small ship, preferably fishery protection.

WEM(O) Coleman, 3 G Port Mess, HMS Gurkha, Portsmouth, deploying Oct/Nov. Will swap for any Rosyth ship, preferably frigate, but anything considered.

WEM(O) N. Taylor, telephone Plymouth 45573 (day) 48900 (evenings), drafted HMS Hermes, Oct. Will swap for any Devonport ship.

CK N. Mills (Scale B), 3N Mess, HMS Antrim, Portsmouth, deploying Nov. Will swap for Portsmouth shore base, preferably Nelson, Vernon or Excellent.

LCK Duck, 3F Mess, HMS Exeter. Will swap for any Devonport ship.

LSTD P. Outfield, c/o Medway House, Chatham Dockyard, Chatham, drafted HMS Cleopatra, Devonport, Dec. Will swap for any Portsmouth or Chatham ship, willing to go out of turn.

MEMI(M) Pound (AMC) 2N Mess, HMS Tartar, Portsmouth Oct, due to deploy Nov. Will swap for any Devonport ship or shore base.

WEM(O) Burge, H19 Mess, HMS Drake, drafted HMS Hermes, Oct. Will swap for any Plymouth ship, refitting or deploying.

COMMISSIONS

THE FOLLOWING ratings have been selected for promotion to commissioned rank, as announced in DC(RN) 355:

To acting sub-lieutenant EWE: P. A. Curtis, I. J. Goble, D. L. Goodrich, S. W. Grattan, B. C. Hall, R. Hart, P. J. Muscroft, A. J. Raffle, J. L. Ranger and P. C. Schillemeier.

To acting sub-lieutenant EWESM: G. A. Brough, S. J. Dodgson, N. R. Sanham, and P. J. Snell.

A further 24 candidates who qualified professionally in this and previous examinations were considered by the Selection Board but were not selected on this occasion. They remain qualified for further consideration.

REUNIONS

Former members of the ship's company of HMS Lance, an L class destroyer, which saw active service with Force K in Malta, 1941-42, are holding a reunion dinner in London on Nov. 6. For details contact Mr. N. A. Seymour, 13 Great Bounds Drive, Southborough, Tunbridge Wells, Kent TN4 0TR, telephone (0892) 28366.

The St Vincent 1936-37 Association are holding their third reunion at the RN Patrol Headquarters, London on Sept. 4, 1830 for 1900. For details contact Mr. P. L. Green, 15 Acacia Grove, New Malden, Surrey, telephone 01-942 2881.

A reunion will take place on Oct. 30, for members of the 17th Destroyer Flotilla Association, at Judges Lodgings, Spa Road, Gloucester. Details from Mr. Douglas Penrhyn, 7 Chestnut Avenue, Stonehouse, Glos. GL10 2HW, telephone Stonehouse 3752.

HMS Cornwall Association reunion will take place on Oct. 15, on board HMS President, London. For details contact Mr. E. A. Langford, 111 Robins Close, Lenthams, Maidstone, Kent ME17 2LE, telephone: (0622) 858-700.

The first reunion of members of the ship's company of HMS Bicester, held in the town of Bicester on June 5 and 6 was a great success. A thank-you on behalf of those who attended, to Bicester branch of the Royal Naval Association, and to the Sea Cadet and A. Training Corps bands.

A reunion of ex-Phoebes 1946-48 is planned to take place early in the new year. Members of the ship's company, officers, ratings and Royal Marines cordially invited to attend. For details contact Mr. Harold F. Reed, ex-CPO GI, Royal Alfred Seafarers Association, Weston Acres, Woodmansterne Lane, Banstead, Surrey SM7 3HB.

HMS Howe ex-ship's company are holding their annual buffet dance reunion at the Nautical Club, Bishopgate Street, Birmingham, at 7.30-11.50 p.m. on Sept. 17, tickets £12.50. RN and RM of the Task Force invited. ID cards required to secure entry. Proceeds in aid of the South Atlantic Fund.

HMS Barham Survivors Association reunion dinner will take place in HMS Chrysanthemum on Sept. 24 at 6 p.m. (men only). Tickets at £6.50 each available from Mr. Len Horner, 10 Astbury Road, Peckham, SE15 2NJ, telephone 01-639 6523.

A reunion of ex-Phoebes 1946-48 is planned to take place early in the new year. Members of the ship's company, officers, ratings and Royal Marines cordially invited to attend. For details contact Mr. Harold F. Reed, ex-CPO GI, Royal Alfred Seafarers Association, Weston Acres, Woodmansterne Lane, Banstead, Surrey SM7 3HB.

The Commando Forces Association, Plymouth, invites members of 3 Commando Brigade — RN and Army included — to contact Mr. E. Mather, 245 Bampfylde Way, Southway, Plymouth PL6 6SD, secretary of association, with view to organising a get-together.

The biennial reunion of members of HMCS Uganda and HMS Uganda will take place in Toronto, Canada, September 17-19 at HMCS York. HMS Uganda was taken over by the Canadian Navy after the landings at Salerno, 1943.

Chatham branch Royal Hospital School Old Boys Association dinner-dance will take place on September 25 at the Gascoigne Rooms, Union Jack Club, Sandel Street, Waterloo, London SE1 8UJ 6.30 p.m. for 7.30 p.m. Principal guests being Mr. W. E. Curtis, who retired from Holbrook in July, and Mrs. Curtis. Tickets £9.50 from Sandy Parkinson, 5, Alexander Road, Bexleyheath, Kent DA7 4TU, telephone 01-304-3635.

A reunion of survivors of HMS Aldenham with their former commanding officer, Capt. J. Farrant, took place at a thanksgiving service held at Aldenham Parish Church on July 18. HMS Aldenham, a Hunt class destroyer, was mined in the North Adriatic on December 14, 1944, with a loss of 100 officers and men. The service was attended by members of Aldenham branch of the Royal Naval Association and other ex-servicemen's associations.

CALLING OLD SHIPMATES

Mr. George Wilkinson, 22 Belair Street, Coolbellup 6163, Western Australia, would be pleased to hear from John Nielson and Frank Smith, who served with him in HMS Usk.

Mr. R. Branch, 42 Grinkle Road, Redcar, Cleveland TS10 5DX, would like to hear from topdowners who survived the sinking of HMS Eagle, Aug. 1942.

Mr. Vic Davies, 12A Chestnut Close, Harwood, nr. Shrewsbury, Shropshire, telephone 0743-860471, would like to contact shipmate Fred White, of HM ships Fencer and Furious (1944) who married Mollie McWhimney of Greenock, and whose home was Chard in Somerset.

Mr. H. S. Fullbrook, ex-CPO Yeo, Signals, 588 Oxford Road, Reading, Berks RG3 1EG, would welcome news of shipmates of the salvage ship HMS Racer.

Mr. F. (Tod) Sloane, 26 Saxon Street, Burnley, Lancs. BB10 1AE, telephone 36058, would like to contact Barham classmates, HMS Victory, Portsmouth 1936.

Mr. F. Baxter-Dore, 27 Northallerton Road, Salford 7, Lancs., telephone 061-792-4765, would be pleased to hear news of old shipmates of HM ships Witch and Bellwort.

Mr. J. Murdoch, 5 Woodhill Rise, Leeds LS16 7DB, Yorks., ex-submarine, would like to know if anyone has seen or possesses any of the football jerseys from HMS Tireless and to hear any news of her commanding officer, Lieut.-Cdr. Crawford. He would also like to hear from survivors of HMS Utmost, 1940, especially LSEA Nicholson and Leading Stoker Stevenson.

Mr. G. W. Haddon, 7 Heatherton, Main Road, Kenilworth, Cape 7700 Republic of South Africa, would like to get in touch with survivors of HMS Southampton which sank in the Med. January 11, 1941.

Mr. Ron Bridger, "Cherrybank," 5 Woolpack Hill, Smerth, Ashford, Kent TN25 6RT, would like to contact a survivor from HMS Whirlwind, lost July 5, 1940.

Mr. Bill Thorpe, 11 Purbrook Road, Fratton, Portsmouth, would like to hear from those who served in HMS Belfast during the Korean War — Royal Navy and Royal Marines.

Mr. C. A. Barnett, ex-DEMS, 230 Hillbury Road, Upper Warrington, Surrey, CF39TF would like to hear from naval personnel who served in merchant ships during the Second World War, particularly survivors of the Vancouver, Cliv, which he left in India in

1944. The ship was owned by Reardon Smiths of Cardiff. He would also like to hear news of Jack Godfrey of Bethnal Green and Taffy Jones of Cardiff.

Mr. J. L. (Big E) Etherington, ex-AB, 24 Roseberry Avenue, Blackpool, Lancs., telephone (0253) 401038, who served in HM ships Keppel and Hardy and left the Navy in 1977, is anxious to trace his old shipmate Nick Carter and his wife Pat, last known address, 18 Savage Close, Rowner, Gosport.

Mr. Peter Leach, Acorn Inn, Needwood, Burton-on-Trent, Staffordshire, survivor of HMS Dasher, lost March 27, 1943, would like to hear from other survivors.

Mr. Richard W. Flynn, Cambridge-Narrows, Queens Co., NB Canada EOE IBO, would welcome news of shipmates from HMS ships Janus, Gentian and Bagshot, or their associations, which organise reunions.

Mr. G. R. Kitching, 24, Leamington Parade, Hartlepool, Cleveland, who served in HMS Aurora 1939-42 and on the communications staff of HMS Whitesand Bay, West Indies and Korea 1948-50, would be pleased to hear from old shipmates, especially LSig. Jimmy Green, Sig. Ronnie Tillet, L/Tel. (Mo) Morris and Yeo. Geoff Whittle.

Mr. G. T. Kimbell, 59, Triumph Road, Glenfield, Leicester LE3 8FS would like to get in touch with ex-naval personnel who served at Port Stanley in the Falkland Islands on December 8, 1914.

Mr. John Breton, 64, Radipole Lane, Southill, Weymouth, Dorset DT4 9RR, telephone 73609, ex-CLR/Sgt., 30 Assault Unit, RM Commando, Naval Intelligence Unit 1943-45, would like to contact old comrades of 'A' Troop who served with Cdr. Curtis RNVF and other RN officers, with view to arranging a get-together.

Mr. Gordon Ogilvie, 28, Burnside Street, Rother-on-Spey, Morayshire, Scotland, ex-AB HMS Cardiff 1917-20, would be pleased to hear from any former shipmates.

Mr. W. (Jack) Hobbs, 78 Chiltern Drive, Rickmansworth, Herts WD3 2JZ, telephone Rickmansworth 73805, would like to hear from members of RNBSSV11, 1942-46.

Mr. N. F. W. White, White Hart Cottage, Bow, nr. Crediton, Devon EX17 6EX would be pleased to hear from anyone who served in HMS Blencathra 1940-46 (except those who now belong to the First Destroyer Flotilla Association), as he intends to write the story of the ship.

OVER TO YOU

White Ensign: Mr D. W. Ferdinand, c/o F.C.O. (Vienna), King Charles Street, London SW1A 2AH would like to know where he can obtain a small White Ensign, preferably the size used by ships' boats.

Artificers: "Mario," 3 Salfordhead Park, Carmel, Chwyd CH8 7DQ, who "has a lifelong ambition to join the RN as an artificer," would like to correspond with a mature artificer who can give him first-hand knowledge of life in the Service.

Mr Richard L. Cartwright, 41 Criffel Avenue, Streatham Hill, London SW2 4AY would like to contact anyone who served with his uncle, Lieut.-Cdr. Philip Alexis Cartwright, who was lost when HMS Diamond was sunk off Crete on 27th April 1941.

Mr Philip Keith Tonkin, 6 Hardie Street, Eckington, nr. Sheffield S31 9DB was unable to see his son on naval duty at the Albert Hall on Remembrance Day and at the Cenotaph near where the Queen was standing. The son lost his life in HMS Coventry. Mr Tonkin is anxious to trace any photographs or perhaps a video so that his parents can gather a record of his naval service.

Sponsorship: Miss Peggy Cahill, Atlantic Beacon, St Agnes, Cornwall, who is secretary of Cornwall Association of the National Association for the Welfare of Children in Hospital, wonders if any mess or wardroom would be prepared to sponsor the group to help in the raising of funds.

British Columbia: Mrs Ruth Gilson, 4402 Shelbourne Street, Victoria, BC, who with her husband (Canadian Navy) met Royal Navy personnel while they were in Bermuda, extends an invitation to any member of the Fleet who may find themselves in British Columbia.

HMS Warspite: Mr J. W. Gore, The Haven, Leverington Common, Leverington, Wisbech, Cambs PE13 5BP, who served in the old HMS Warspite, has lost his cap ribbon and seeks a replacement. He has had no success among naval tailors.

Cambridge ex-Wrens: Mrs M. Staples, 11 Whitehill Road, Cambridge, Cambs CB5 8LT, who is secretary of the Cambridge branch of the Association of Wrens, would like to hear from any ex-Wren in the area. The branch is building up a collection of cap tallies and would be grateful for donations.

Shady Lane: Mr and Mrs R. F. Bromage, 10 Thames Court, Plymouth Avenue, East Molesey, Surrey KT8 9TP would like to meet again Shady Lane, a leading hand they met on June 20 in the train from Plymouth to Paddington.

HMS Ceres: Mr Tom Shirley, 20 Woodlands Avenue, Wallis, Stone, Staffs ST15 0DT, who served in the "C" class cruiser HMS Ceres 1942-43, would welcome help in finding a photograph of the ship.

T-shirts: Miss Elaine Smith, 25-year-old nurse, of 38a Hamstead Road, Southend-on-Sea SS2 4PF, a collector of T-shirts would like to buy RN and RM specimens or give a donation for them to the South Atlantic Fund. Her letter says, "Thank you lads for your service in the South Atlantic. I love you all."

ASSISTANCE TO AUTHORS

824 Squadron: Mr L. C. N. Gray, Society of Friends of the Fleet Air Museum, R.N. Air Station, Yeovilton, Somerset, is researching the history of 824 Squadron to mark the golden jubilee of its formation in 1933. He would be grateful for line books, photographs or any other information on loan.

Mr Ian Johnston, 12 Victoria Crescent, Clarkston, Glasgow G76 8BP is writing a history of Wm Beardmore's naval construction works at Dalmuir, Clyde-side, where more than 50 warships were built. He seeks, in particular, photographs of ships under construction in the yard.

PEN-PALS

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows: Tracey (20), single, 5ft. 4in., brown hair, green eyes, Anlaby, Hull.

Jackie (25), divorced, 5ft. 1in., brown hair, brown eyes, three children, Barking, Essex.

Janet (29), divorced, 5ft. 2in., brown hair, grey eyes, three children, Hatfield, Herts.

Tricia (32), separated, 5ft. 8in., brown hair, hazel eyes, one son (4), Elland, W. Yorks.

Pauline (16), 5ft. 4in., brown hair, blue eyes, Basingstoke, Hants.

Julie (26), single, 5ft. 5in., brown hair, hazel eyes, Bristol.

Rita (39), divorced, 5ft. 5in., black hair, blue eyes, Wrexham, Chwyd.

Gail (20), single, 5ft. 4in., brown hair, Anlaby, Hull.

Kirsteen (16), 5ft. 5in., brown hair, hazel eyes, Bristol.

Victoria (16), 5ft. 6in., brown hair, brown eyes, Bristol.

Annette (21), single, 5ft. 7in., brown hair, green eyes, one daughter (2), Warrington, Cheshire.

Maureen (47), divorced, 5ft. 7in., brown hair, blue-green eyes, Warley, W. Midlands.

Jan (29), divorced, 5ft. 2in., red hair, green eyes, Yeovil, Somerset.

Linda (16), 5ft. 2in., brown hair, brown eyes, Wincobur, Cheshire.

Anne (16), 5ft. 4in., blonde hair, grey-green eyes, Wolverhampton.

Jacqueline (19), single, 5ft. 11in., auburn hair, blue-green eyes, Warley, W. Midlands.

Jeannette (18), single, 5ft. 2in., brown hair, blue eyes, Knutsford, Cheshire.

Elizabeth (20), single, 5ft. 3in., brown hair, brown eyes, North Berwick, East Lothian.

Julie (25), divorced, 5ft. 4in., blonde hair, green eyes, two children, Gosport, Hants.

Mandy (19), single, 5ft. 7in., dark hair, blue eyes, Rotherham, S. Yorks.

Heleen (16), 5ft. 5in., auburn hair, brown eyes, Bristol.

Shirley (37), divorced, 5ft. 6in., brown hair, brown eyes, four children, Stourbridge, W. Midlands.

Dawn (20), single, 5ft. 2in., brown hair, blue eyes, Gloucester.

Gina (18), single, 5ft. 4in., brown hair, brown eyes, Sunbury-on-Thames, Mddx.

Susan (35), divorced, 5ft. 1in., fair hair, hazel eyes, Bridport, Dorset.

Polly (36), separated, 5ft. 6in., brown hair, two children, Bridport, Dorset.

Sue (29), divorced, 5ft. 5in., dark hair, brown eyes, Liverpool.

Toni (19), single, brown hair, hazel eyes, one daughter, Jedburgh, Roxburghshire.

Karen (24), divorced, 5ft. 5in., brown hair, brown eyes, Catford, London.

Mrs. S. (42), widow, 5ft. 4in., auburn hair, blue eyes, Dagenham, Essex.

Claire (33), divorced, 5ft. 4in., two children, Bridport, Dorset.

Pat (46), divorced, blonde hair, blue eyes, Bath, Avon.

Sue (19), single, 5ft. 6in., brown hair, grey eyes, Southampton.

Maggie (18), single, 5ft. 3in., brown hair, blue eyes, Portsmouth.

Lesley (25), single, 5ft. 4in., brown hair, green eyes, Potters Bar, Herts.

Susan (18), single, 5ft. 2in., fair hair, grey eyes, Loughborough, Leics.

Lesley (19), single, 5ft. 2in., blonde hair, blue eyes, Catford, London.

Marie (43), single, 5ft. 6in., brown hair, blue eyes, Mansfield Notts.

Susan (40), divorced, dark hair, blue-green eyes, two children, Wrexham, Chwyd.

Babs (38), divorced, 5ft. 1in., blonde hair, blue eyes, one daughter (11), Stanfold-le-Hope, Essex.

Laurie (19), single, 5ft. 4in., blonde hair, blue-green eyes, Birmingham.

Pat (34), divorced, 5ft. 10in., brown hair

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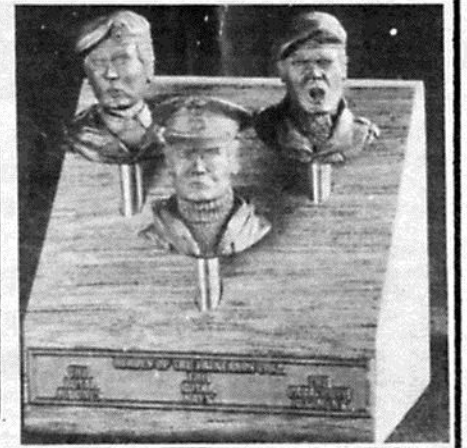
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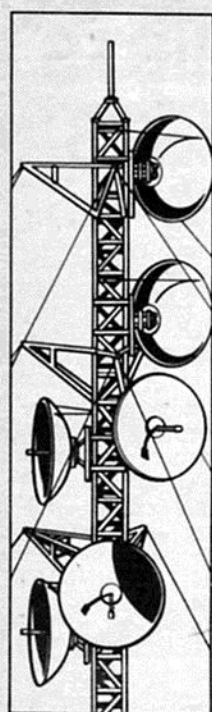
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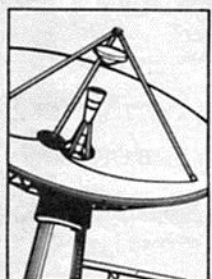
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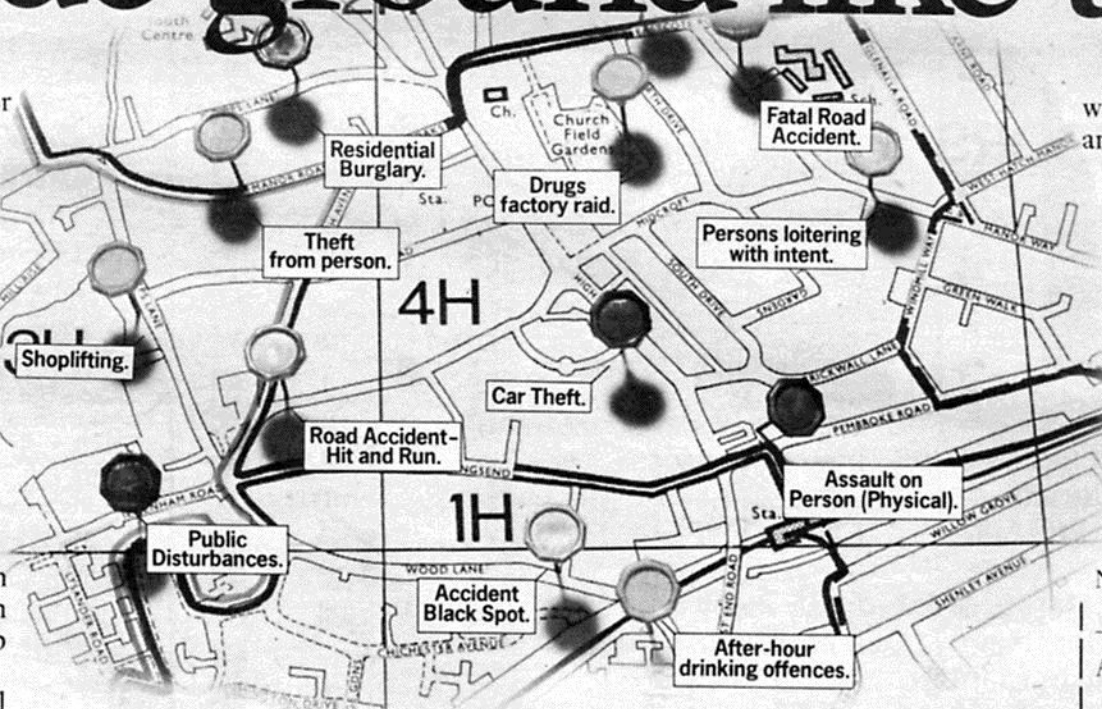
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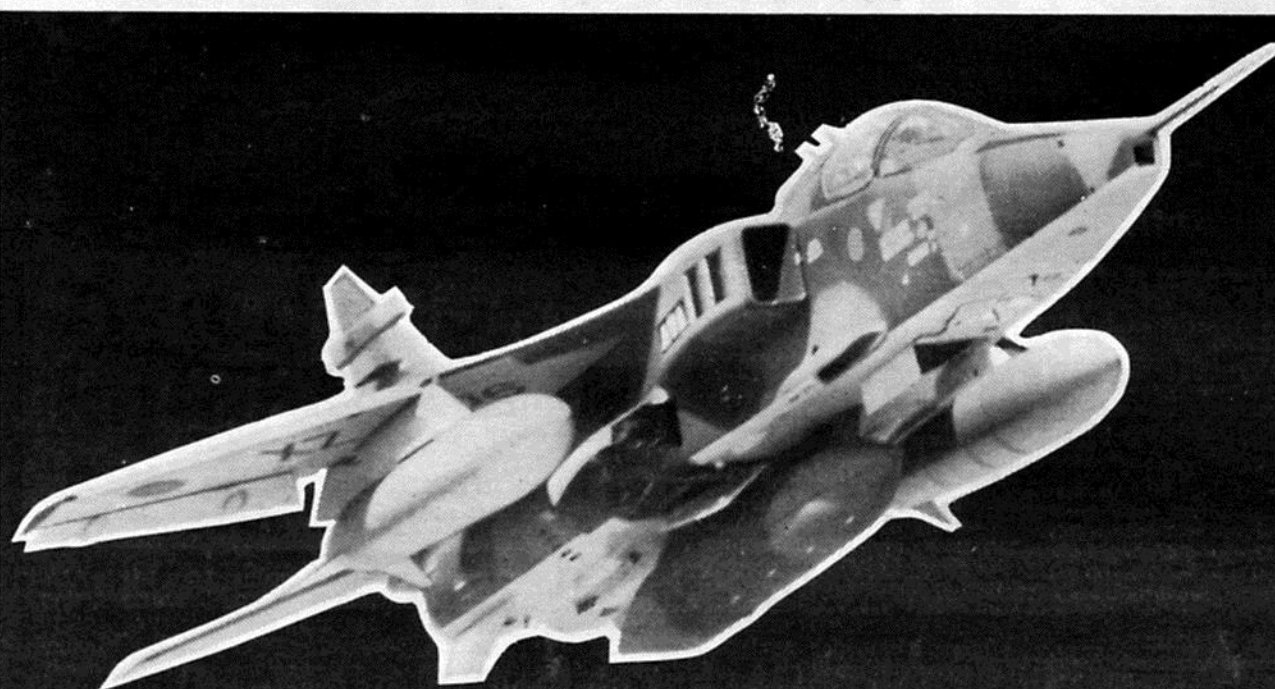
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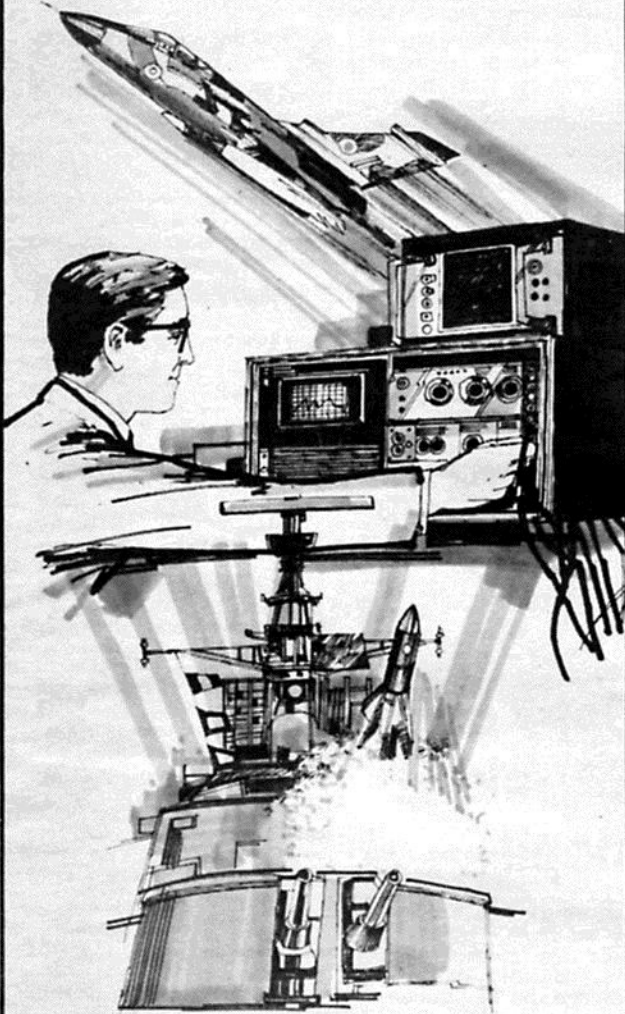
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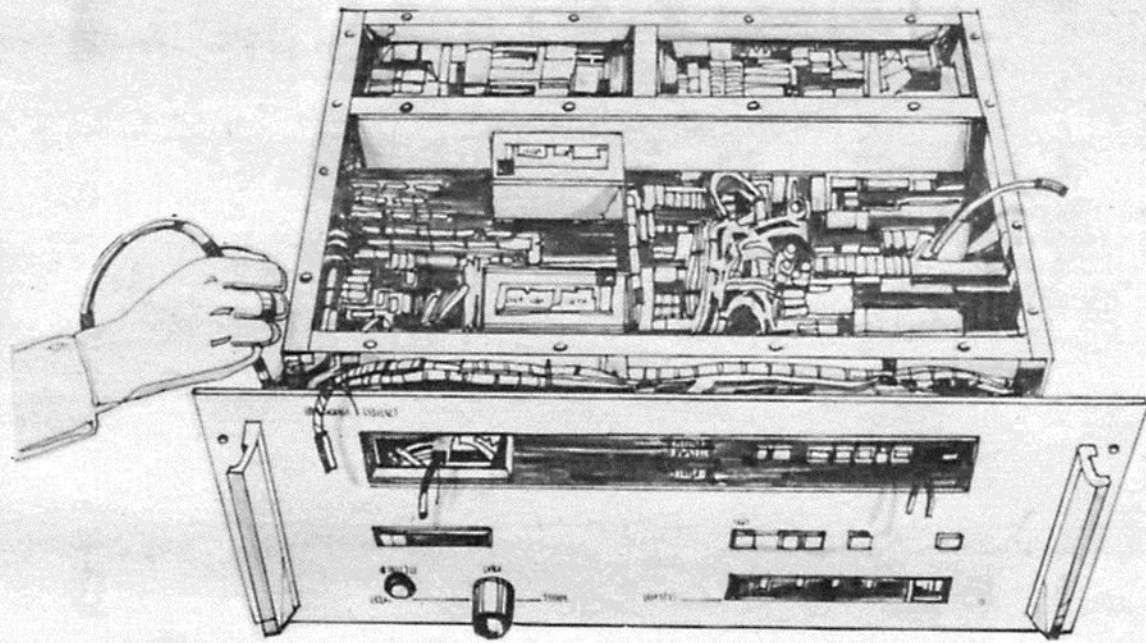
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Lieut. Robin Hollington about to be caught in the gully for eight off the bowling of Sgt. Paul Presland in the Navy's match against the Army at Aldershot.

Picture: Les Wigs, Soldier Magazine.

Navy win it in last over

IN A thrilling finish at Aldershot Officers' Club ground, the Royal Navy clinched the Inter-Services title off the second ball of the last over against the Army, writes Derek Oakley.

Beautiful weather was the feature of the three-day festival, but the newly-laid pitch played too badly to produce any vintage batting. Bowlers were always in command and it was obvious from the outcome that the toss was all important.

On the first day the Navy won the toss and batted first, getting a steady start from the Royal Marines opening pair of Maj. Rob Fulton and Lieut. Robin Hollington before a nasty lifter accounted for the latter for 24 in the 12th over.

Cdr. Roger Moylan-Jones and skipper Sub-Lieut. Tony Izzard both went cheaply but left hander LWTR Andy Collier helped steady the ship with a patient 27 before he was run out.

MATCH-WINNER

Lieut.-Cdr. Roger Evans joined Fulton at 113-4 when only 15 overs remained, Fulton having played serenely and untroubled for his match-winning 62.

His class showed in a superb series of drives and cuts. After he was out in the 47th over, Evans, helped by Lieut. Charlie Hobson RM, stepped up the pace with some excellent running between the wickets, and although both were out going for runs, 20 were scored off the last three overs giving the Navy the formidable total of 179-8 from their 55 overs.

FULL LENGTH

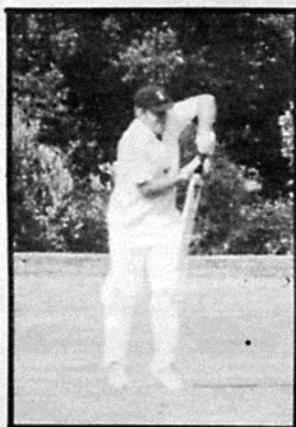
With the pitch deteriorating rapidly and WEMN Kelson Brooks bowling a full length, the RAF batsmen struggled from the outset. LSA Richard Jackson, a new cap, took a wicket in his first over and the RAF were soon three down for 25.

A patient 50 from Cpl Graham Pert anchored the innings, but the remaining batsmen floundered against the accuracy of Brooks, Collier (1-28 off 14 overs) and Izzard, whose 12 overs brought him a reward of 3-18.

There was some excellent fielding all round which pressurized the batsmen throughout, and although Cpl Phil Knott hit a breezy 23 at the end, the result was never in doubt. Brooks finished with 5-23.

RN 179-8 (R. Fulton 62, R. Evans 36, A. Collier 27, R. Hollington 24, J. Pickering 3-44). RAF 121 (G. Pert 50; K. Brooks 5-23, A. Izzard 3-18). RN won by 58 runs.

On the second day, the toss was all important again and, with almost identical scores to the first day, the RAF totalled 174, while the Army could muster only 124.



Navy skipper Sub-Lieut. Tony Izzard fends off a lifting ball during his important innings of 41 against the Army on the frequently very lively Aldershot Officers' Club pitch.

It was all to play for on the final day as the Army were the holders of the trophy. This time the toss went their way, but in the third over a nasty lifter accounted

Cricket

for skipper Maj. Richard Brooks when Hollington took a diving catch in the gully. Two more wickets fell cheaply and the Army were always under pressure on the variable pitch.

At lunch they were 78-6 from 38 overs, at which point a stand developed between Capt. Peter Sharland and Sgt. Steve Dove-Dixon. Meanwhile, Combined Services soccer player POPT Johnny Gwynn, winning his first cricket cap, bowled extremely economically with his medium-pacers.

Brooks disposed of both Sharland and Dove-Dixon as they tried to force the pace, while a brilliant throw from Collier ran out Presland. The pressure was maintained till the end which came in the 54th over when the Army were all out for 126 with Brooks adding another five wickets to his collection.

Twenty-two runs were put on for the first wicket by Hollington and Fulton, but both were then

caught in the gully by Cpl Nigel Scott off Sgt Paul Presland. Both these players had been brought back from BAOR for the festival.

Our two veterans, Moylan-Jones and Izzard, then built slowly on the good start adding 43 runs in the next 20 overs. When Moylan-Jones was bowled behind his legs shortly after tea for 20, only 60 runs were needed from the last 21 overs.

Collier and Izzard proceeded with the utmost caution until Izzard was magnificently caught and bowled by Sgt. Dave Gelling in the 50th over. Evans soon ran himself out and now 16 were needed from the last four overs.

Only five runs came from the next two overs, with MAE Bruce Franklin joining Hobson, despite some fast running between the wickets. However, in the penultimate over, Hobson cover drove Gelling for four and the pressure was off. A tickle for two by Franklin brought the trophy home to the Royal Navy for the first time for three years.

Army 126 (T. Checketts 38, S. Dove Dixon 34; K. Brooks 5-27, J. Gwynn 2-30). RN 127-6 (A. Izzard 41, R. Moylan-Jones 20, A. Collier 19; P. Presland 2-30, D. Gelling 2-24). RN won by 4 wickets.

ROYALS FIGHT IT OUT FOR QUEEN'S MEDAL

Bisley

THE ROYAL NAVY small arms meeting was held at Bisley from June 30 to July 10. No Command small arms meetings were held, nor was any training carried out due to restrictions imposed on the availability of both personnel and ammunition caused by events in the South Atlantic.

Main aim this year was to use the Inter-Command meeting to train and select Royal Navy teams for the Inter-Service events from the 27 competitors who were able to make Bisley. Individual prizes were still competed for, but not for the Inter-Command trophies.

The Queen's Medal for the champion shot of the Royal Navy and Royal Marines was won by Sgt. Chapman, RM, two points ahead of Sgt. Baker. The Royal Navy held third and fourth place, with Sub-Lieut. Ian Macdonald, Plymouth Command, third. In the

top ten places of the Queen's Medal the Navy held five places to the Royal Marines' five. Macdonald also came first in the Navy service rifle championship.

The target rifle championship was won by Lieut. Charles Dickenson AUWE(S), with a total score of 260; runner up was CPO Pete Hobson of Portsmouth Command.

In the final of the pistol, CPO Terry Mash of Plymouth Command was, for the second year running, a clear winner with a score of 510, 17 points ahead of CPO Wright of Air Command.

Winner of the NRA Bronze Medal, and shot concurrently with the pistol championship was CPO Pete Hobson, Portsmouth Command.

Winner of the NRA Silver Medal (target rifle) was CPO Alan Wombell, one point ahead of Lieut. Brian Witts who was shooting for the first time in 20 years.

In the sub-machine gun championship the brothers Hobson changed places from last year, with PO Phil Hobson beating his brother CPO Pete Hobson by two points. Winner of the Kendall Trophy, run concurrently with the sub-machine gun championship, was Ian Macdonald of Plymouth.

CHAMPION

Overall small arms champion for 1982 was again CPO Pete Hobson with PO Mifflin, Air Command, close on his heels.

In the Inter Service events, the Royal Navy teams were 6th in the United Services (service rifle); 3rd in sub machine gun; 3rd in the Whithead (service pistol); 2nd in the UIT Pistol; 5th in the Short Range (target rifle) — with a new

Ferndown foxhunters flounder

MEDAL foursomes is not every golfer's favourite. Fifty-four holes of it around a tight and heathery course is very difficult. In the Ferndown Fox the Navy team did well to avoid relegation, writes John Weekes.

Most of the 80 players in the Fox have handicaps varying between scratch and three, but that is less important than the ability to keep the ball on the fairway and playing foursomes together amicably. Visits to the heather almost always cost at least one shot... while getting annoyed with your partner is fatal! The Navy team avoided the latter but could not altogether avoid the heather.

TOP PAIR

Top Navy pair was champion Lieut.-Cdr. Malcolm Edmunds (Culdrose) and Lieut.-Cdr. Brian Grant (RNH Plymouth). Their three rounds were 77, 73 and 79, giving them a healthy total of 229. This put them tenth of the 40 pairs competing.

There was a lot of scrambling in their golf and a lot of 6ft. putts had to be holed. Their 73 was excellent and was the second best round on the Sunday morning.

Three double bogeys in the first four holes on Sunday afternoon

Golf

set them back but they buckled down to it and only dropped two more shots on the other 14 holes.

Second pair was Lieut. Ian Yuill (Collingwood) and Cpl. Bill Parker (Cdo Bde Air Sq). Their scores were all in the 80s rather than 70s, giving them a total of 246 and 38th place out of 40. Bill played last year and did very well. This year he was not on such good form. Putting caused them a lot of trouble and Ian and Bill were disappointed with their results.

The Navy total of 475 put us 16th out of 20 and at least avoided the last two spots which involve relegation. Perhaps it was not as bad as it looked, as only six shots separated the 8th and 18th teams.

CIVIL SERVICE

Earlier in July the Navy played the Civil Service at North Hants GC. As usual they proved rather too strong for us and we lost by 11 games to four. Sgt. Stan Brittain (Centurion) and LWEM(O) Steve Lambert (Defiance) did well in the foursomes and won on the last green.

Our Fox pairing of Malcolm and Brian got a half but should really have won. The other foursomes were lost and we trailed 3½ to 1½ at the lunch interval.

GOOD GAME

Two victories were achieved in the afternoon singles. Cdr. Ron McLean (DNAW) won a long way from home and LWTR Eddie Comerford (MCM2) played a good game to win on the 17th. Ian Yuill achieved a half but thought that he should have done better. The others lost but two are still worth a mention.

Malcolm lost on the last green to the Wiltshire champion, Roger Searle. Both had six birdies in their rounds and Malcolm actually went round North Hants in two under par yet still lost! It shows how well you have to play to beat the Civil Service.

CPO Mike Skyrme (Fife) came into the team at the last minute and it must have affected his golf for he got a dose of the unmentionable shanks which caused him to be sunk on the final green both morning and afternoon.

Date on dry ski slope

THE FIRST Royal Navy dry ski slope championships take place at the Hillingdon Ski Centre, Uxbridge, on September 10.

Individual, establishment and command races will be held, and more information can be obtained from POA(MET) A. W. Alcock, Fleet Oceanographic Centre, HMS Warrior (ext. 7308). At the end of the championship a Navy team will be selected to compete at the Daily Mail Ski Show at Earls Court in November.

The ski centre is contributing its fee for the hire of the slope to the South Atlantic Fund.

Basketball

Squad in need of rebuilding

PORTSMOUTH Command is having to rebuild its basketball squad this season, and players, male and female, are welcome to training sessions in HMS Collingwood every Tuesday and Thursday from 1900 to 2100.

The Command is once again competing in Solent Area Division, probably the highest standard league in Southern England. Command championships are at CTCRM Lymington on February 10 and 11.

LWPT Hazel Mann is running the WRNS team and will be organising a series of friendlies. Anyone wanting to play should contact her on HMS Mercury extension 292 or 473.

Table officials are wanted for home games, and anyone interested in taking on the job should contact Command and Navy coach Lieut. McClenaghan on HMS Sultan 2386.

Royal Navy record score; and 8th in the Long Range (target rifle). In the Burdwan Trophy, which is the aggregate marks for Inter-Service events, the Royal Navy came 4th.

GREAT BRITAIN

CPO Mash and Sgt. Bloom RM were both selected to shoot for Great Britain in the International Service Rifle Match. GB won with a total of 2,455, 149 points ahead of the Canadian Forces.

Lieut. Dickenson again made the "Queen's Hundred" for the third successive year, and was the only serving member of the Royal Navy to do so this year.

Lieut.-Cdr. David Lowe, HMS Thunderer, just back from a tour of Peking shooting pistol for GB, came second and won the silver medal in the British Pistol Centre Fire championship.

In the NRA pistol championship the Navy team won the "advancing man" trophy.

Fixtures

SEPTEMBER

1 — Swimming: Inter-Services long distance championships (Lake Bala).
 4 — Athletics: Inter-Service relays and tug of war (Braemar).
 5-12 — Mountaineering: Joint Service meet (Isle of Skye).
 9-12 — Modern Pentathlon: British Pentathlon (Crystal Palace).
 10-12 — Kayak: Inter-Services (Nottingham).
 13 — Cycling: 12-hour TT (Otley).
 15 — Angling: Inter-Services, game (Tadpole Bridge, River Thames).
 17-19 — Squash: RN v Cornwall Select (Truro).
 18 — Equestrian: Camberley Show, Inter-Services (Aldershot).
 18-19 — Kayak: Grandtully (Perthshire).
 19 — Equestrian: Crondall, novices (Crondall); Kayak: Pangbourne (Berks).
 20-23 — Golf: Inter-Services (Hayling Island).
 21-23 — Sailing: Dinghy championships (Portland).
 24-26 — Modern Pentathlon: Metropolitan Police pentathlon (Imber Court).
 25-26 — Kayak: Serpents Tail (N Wales).
 25 — Rifle: Inter-Service three positional match (Ash).
 26 — Cycling: Circuit Races (Lee on Solent); Volleyball: RN v Andover; Kayak: (Guildford); Rifle: Inter-Services long range smallbore (Ash); Volleyball: RN v KG Aquila.
 28 — Hockey: RNWHA v Portsmouth Civil Service (Eastleigh).

Epee champ

Sub-Lieut. Tim Kenealy (HMS Collingwood) successfully defended his Inter-Service epee title at the Royal Tournament.



Admiral Sir James Eberle presents the Shelagh Phillips Trophy for endeavour to ALWPT Bates at a passing out prizegiving ceremony in HMS Temeraire. Looking on is First Officer Shelagh Phillips, who was the first RN Women's Sports Officer and influential in the setting up of the WRNS PT category.

Game, set match to new faces

THERE were new names on all the trophies at the end of the 1982 Royal Navy lawn tennis championships, and Lieut. Nick Williams RM won the singles title at the first attempt without dropping a set.

Because of operational commitments in the South Atlantic many of the top men were a bit rusty, a fact that was highlighted when 1981 singles champion Lieut. Brian Gibbs RM lost to Sub-Lieut. Simon Brand.

Brand played the game of his life to win in three sets after Gibbs had allowed him just six points in the first set. Brand went on to the final where he lost 7-5, 6-3 to Williams.

After the early rounds had been completed at US Portsmouth, the finals of the championship took place at the All England Club, Wimbledon.

REVENGE

In the men's doubles, last year's losing finalists, Cdr. Roy Lane and Lieut. Trevor Ward, gained revenge when they defeated the 1981 champions, Admiral Sir James Eberle and Cdr. Brian Tayler, in a close two-set semi-final. But they found

New tennis centre open

THE NAVY'S new indoor tennis complex at US Portsmouth opens for business on September 1. Winter coaching schedules have been drawn up and details can be obtained from Cdr. A. J. Spruce, Office of DNPTS, Orion Block, HMS Nelson.

Tennis

Williams and Brand too strong for them in the final.

The top four seeds all took their expected slots in the semi-finals of the ladies championship. Chief Officer Jenny MacColl's experience and steadiness accounted for Third Officer Tracy Smith in one semi, and Wren Jenny Fenton beat Wren Liz Oates in the other in a spectacular, hard-hitting match.

Miss Fenton went on to beat Miss MacColl 6-2, 6-1 in the final.

SET DOWN

Miss Smith and Miss Oates came back from a set and 5-2 down to beat Miss MacColl and Miss Fenton 6-4 in the final set of the ladies doubles. In the mixed, Ward and Miss Oates teamed up to beat Cdr. Alan Spruce and Miss Fenton in an entertaining three setter.

Other final results were:
 Junior singles — Sub-Lieut. Brand beat ACA Cooper 6-2, 6-0.
 Junior doubles — ACA Cooper and AEA/A Skidmore beat WEM(O) Oliver and WEM(R) Oliver 6-4, 7-6.
 Veteran singles — Lieut.-Cdr. Threlfall beat Cdr. Snell 6-1, 6-1.
 Veteran doubles — Cdr. Spruce and Lieut.-Cdr. Threlfall beat Admiral Eberle and Capt. Norman 7-6, 6-3.



SERVICES TITLES FOR WRENS, VETERANS

THE WRENS proved far too strong for both Army and RAF at the Inter-Service lawn tennis championships held at Wimbledon, emerging as clear victors with nine wins to the Army's five and the RAF's four.

Wren Jenny Fenton lost to the Army number one, Capt. Dixon, 12-10 in the final set of a marathon encounter, but the Wrens played extremely well and deserved the championship.

In the veterans event, the strong Navy team of Lieut.-Cdr. Threlfall, Lieut.-Col. Ben Herman, Cdr. Brian Tayler, Cdr. Alan Spruce, Admiral Sir James Eberle and Capt. Norman emerged as clear winners with five victories to the Army's 3½ and the RAF's half.

The men's match was won by the Army (9), who upset the RAF's long domination of the championship. The airmen finished on seven wins with the Royal Navy third with two.

Royals in command

The Royal Marines tennis squad, winners of the 1982 Inter-Command Trophy, are pictured with their spoils. Lieut. Nick Williams (right) went on to win the Navy singles title without dropping a set. Others in the team are (from left) Cpl. Bob Farley, Lieut.-Col. Ben Herman, Capt. Keith Sharpe, and Cpl. John Pearson. Lieut.-Col. Herman, Lieut. Williams, and Lieut. Brian Gibbs, who subsequently returned from the South Atlantic, represented the Navy at the Inter-Services tournament at Wimbledon. The Marines team has been supported by Slazenger during the 1982 season.

SPORT

Sue leads battling swimmers

ALTHOUGH the Navy swimming team worked tremendously hard to cram several months of training into a crowded fortnight, they had to take second place behind the RAF at the Inter-Service championships in HMS Collingwood on August 6 and 7.

Operational commitments during the Falklands crisis completely ruined the squad's preparation, but even so Navy swimmers made some outstanding contributions to the championships.

Wren Sue Hewitt (CTCRM), who won three gold medals and broke two records at the Navy championships on July 20-21, scorched her way to an Inter-Services 100m. backstroke record of 1min. 14.38sec. and showed her all-round ability with a good second in the individual medley.

RECORD

Surgn. Lieut.-Cdr. Alex Wilson Mills broke the 100m. freestyle record and AB Simon Town bowed out of the Royal Navy with his fourth consecutive clean sweep of the diving events.

MNE Steve Lawrence, second in the 400m. freestyle and third in the 800m., did enough to show that he will be a star of the future.

Wren Mandy Warland broke the 100m. freestyle record with a new best time of 1:06.41.

TIED FIRST

In the men's events, the Navy tied first with the Army in the diving, and were second to the RAF in both the swimming and the water polo. The Navy girls finished eight points behind the RAF in the swimming pool, and trailed both RAF and Army in the diving.

Wren Hewitt's new records in



Wren Sue Hewitt, who broke records at the Navy and Inter-Service swimming championships.

the Navy championships at Collingwood were achieved in the individual medley and the 100m. backstroke. Another record to tumble was in the 4 x 100m. relay, in which the combined Naval Air / Scotland women's team set a new standard of 1min. 29.72sec.

Event winners at the Navy championships were:

MEN

800m. freestyle — MNE S. Lawrence (9.40); 100m. butterfly — MNE Jackson (1:05.78); 100m. breaststroke — MA R. Peacock (1:13.62); 400m. freestyle — LPT M. Flaherty (4:55.02); 4x2 individual medley — Surgn. Lieut.-Cdr. A. Mills (3:21.46); 100m. freestyle — Surgn. Lieut.-Cdr. A. Mills (57.53); 100m. backstroke — Lieut. R. Hughes; 200m. breaststroke — AEM Burling (2:50.41); 200m. freestyle — Surgn. Lieut.-Cdr. A. Mills (2:06.80); 4x2 medley relay — 1, Portsmouth (2:54.86); 2, Air; 3, Medway; 6x2 freestyle relay — 1, RM (3:58.91); 2, Air; 3, Portsmouth; 4, Scotland; 5, Plymouth; 6, Medway.

WOMEN

100m. butterfly — Third Officer J. Norman (1:15.83); 100m. freestyle — Wren M. Warland (1:08.00); 4x1 individual medley — Wren S. Hewitt (1:44.80, new record); 100m. backstroke — Wren S. Hewitt (1:15.51, new record); 100m. breaststroke — LWren C. Rowing (1:32.51); 33½ freestyle — Wren S. Hewitt (20.06); 4x1 medley relay — 1, Portsmouth (1:37.75); 4x1 relay — Air / Scotland (1:29.72, new record).

Knock-out Sceptre

PLYMOUTH Command's Fleet six-a-side cricket knock-out competition at the Brickfields on August 5 was won by HMS Sceptre. Sixteen teams took part and the submariners reached the final by beating HMS Hecla, HMS Defiance and HMS Arrow. In the final, the Sceptre team easily beat HMS Sirius.

Sail courses

Three dinghy courses are taking place at JSSC, Hornet, in the next few weeks. They are for RYA Advanced Dayboat (Sept. 6-10), RYA Senior Instructors (Sept. 13-17) and RYA Instructors (Oct. 11-15). Candidates with the right qualifications should contact the RN sailing coach on HMS Nelson ext. 23959.

Bosun forms

Entry forms for the national Bosun dinghy championships at Plymouth on September 11-12 are available from Lieut. A. G. Petty, HMS Fisgard (ext. 433).

Medway cease to compete

MEDWAY COMMAND is to cease to compete in inter-command sports competitions at the start of the 1982-83 winter season. From August 1, personnel serving at Northwood will be eligible for Fleet teams, HMS Forest Moor ship's company for Scotland and all others for Portsmouth.

Medway Command's demise in sport follows the decision to close Chatham Naval Base and HMS Pembroke, which will make it impossible for Medway to raise teams of an appropriate standard.

Dudley Renouf

Dudley Renouf, a Royal

Marine who represented the Royal Navy at soccer 101 times between 1928 and 1939, died on July 4.

But for the Second World War his tally of caps would have been much greater. He was an outstanding goalkeeper.

DOUBLE-CHECK ON AIRCRAFT 'KILL' CLAIMS

INDIVIDUAL claims about enemy aircraft "kills" during the Falklands conflict are being treated with caution by Ministry of Defence analysts preparing a report for later this year.

An interim commentary on the performance of equipment in the conflict — an "informed first impression" — delivered by Defence Procurement Under-Secretary Mr. Geoffrey Pattle on August 5 emphasized that there is still a need for cross-checking of incidents from participants, many of whom are still returning from the Falklands.

There must also be a study of tape read-out and detailed scientific operational analysis.

"Caution is particularly necessary in the case of anti-air warfare," says

the report. "There is a need to establish exactly which system was responsible for destroying each target. There may be an element of initial duplication of claims when every weapon within range was fired at incoming aircraft."

By the same token, the reasons for failure in equipment performance had to be analysed in detail.

INEVITABLE LOSSES

Given that the Task Force faced 120 Argentine fast jet aircraft with initially only 22 Sea Harriers to complement the ships' own air defence systems, the losses sustained, particularly in the highly-vulnerable phase of amphibious operations, were inevitable, says the commentary.

Lack of airborne early warning was a further disadvantage.

Nevertheless, the Argentine Air Force was successfully dealt with — 109 aircraft of all types were estimated to have been destroyed.

Preliminary claims for the main anti-aircraft systems are: air-to-air combat (mainly Sea Harrier / Sidewinder) 27; Sea Wolf 5; Sea Dart 8; Seacat 6; Blowpipe 8 and Rapier 13. These claims are being further assessed to get the attributions right.

On the question of countering the Exocet, the report says that Royal Navy defensive systems have been designed to oppose the threat from the Russians — who do not possess an air-launched sea-skimming missile of the Exocet type.

"In response to this new threat, however, electronic counter-measures, including chaff, were

deployed to provide an effective counter to air-launched Exocet.

"The Atlantic Conveyor, which carried no defensive systems, may unfortunately have been hit by a missile successfully decoyed away from another ship.

"But, apart from the Atlantic Conveyor incident, only one of the five air-launched Exocet thought to have been fired penetrated our defences successfully."

TRIBUTE TO NAVY

The report pays tribute to the quality of RN ships, submarines and aircraft.

"The capabilities, versatility and endurance of the Royal Navy's ships and aircraft, under constant threat of air and submarine attack, in frequently appalling weather

conditions, so far and for so long away from base, were key factors.

"The high degree of reliability built into ship and aircraft design, together with large magazine capacity in ships, contributed much to their endurance.

"The strong hulls and good sea-keeping qualities of the destroyers and frigates provided eminently stable weapon and helicopter platforms."

The report comments on the high availability achieved by helicopters (including more than 90 per cent for one Sea King Squadron) and says the Harrier showed itself to be a true multi-role aircraft. Only one per cent of planned Sea Harrier sorties were not achieved through unserviceability; at the latest count, about 1,500 Sea Harrier sorties and 150 Harrier GR3 sorties were flown.

Junella nurses deadly cargo

HMS JUNELLA, one of five trawler-minesweepers which returned to Rosyth on August 11, brought back with her from the Falklands a deadly reminder of her dangerous role during the last few months.

Carried on her stern was a large, green mine — defused, but still packed with enough explosive to sink a ship.

The Junella was acting as mine disposal ship outside Port Stanley during a sweeping operation when the order came to keep a mine for closer inspection in the United Kingdom.

The next one that bobbed to the surface after its securing cable had been cut was chosen and it happened to be the last mine to be swept off the Falklands.

Lieut. Mark Rowledge, commanding officer of the Junella, told Navy News that a Gemini was lowered to attach a line to the mine. Three Geminis then towed it to Bluff Cove,

Fitzroy, where it was beached on a sledge and made safe by mine disposal expert Lieut. Bernie Bruen.

The mine, of German origin, was then made waterproof and hoisted on to the ship.

As temperatures rose when the ship reached the tropics on passage home, the mine was kept cool by covering it with a water-soaked mattress... and the Junella kept her distance from her sister ships.

Back in the Firth of Forth the Junella at last lost her "leper" status when the mine was transferred to the Royal Naval Armaments Depot at Crombie.

The five HMS trawlers of MCM 11 were given a tremendous welcome when they arrived back at Rosyth. Lieut.-Cdr. Martyn Holloway, who was in command of the squadron on board HMS Cordella, revealed that his ships had destroyed about 20 mines in two minefields.

Gunfire

"They popped to the surface in an alarming manner but were soon sunk by gunfire," he said.

In command of the other three trawlers were Lieut.-Cdr. David Garwood (HMS Pict), Lieut.-Cdr. Jeremy Greenop (HMS Northella) and Lieut. Robert Bishop (HMS Farnella). Their ships' companies were formed mainly of men from ships of the First Mine Countermeasures Squadron and the Fishery Protection Squadron.

The trawlers were involved in many night-time landings of SAS and SBS units on the Falklands, and HMS Pict was the first vessel to enter Port Stanley harbour after the surrender.

● Pictures and story in centre pages.



Crowded Conveyor

ONE of the last pictures taken of the Atlantic Conveyor before she became the victim of an Argentine Exocet attack on May 25. It shows her with a full load of Sea Harriers and GR3 Harriers. In the right foreground is a Chinook helicopter.

Picture: LA(Phot) Paul Gibson

OSPREY WINS PEACE PRIZE

HMS Osprey's links with the local community and emergency services have won the Portland base the Wilkinson Sword of Peace for 1981. The award recognizes "a fine contribution made towards maintaining valuable links with the local community, the civic authorities and the emergency services — in particular the Royal National Lifeboat Institution and Coastguard."

It also acknowledges a special charity effort by HMS Osprey in 1981 (the International Year of the Disabled Person) when more than £10,000 was raised.

As an operational naval air station, Osprey includes a complex naval accommodation centre supporting 2,100 naval officers and ratings, who with 2,500 local civilians undertake operational sea training tasks, operate the Naval Base and RN air station and work in the Admiralty Underwater Weapons Establishment.

About 600 families live in seven separate married quarters

estates, many other naval families are housed privately within 25 miles of Portland, and about 500 single or unaccompanied officers and ratings live in lodgings throughout Weymouth and Portland.

"With so many people living among the local population," says the citation, "Osprey is uniquely placed to promote friendly relations with the community."

Other Swords of Peace have gone to 62 Cyprus Support Squadron Royal Engineers, and Royal Air Force Kinloss.

Avenger remembers

A MEMORIAL to HM ships Ardent and Antelope has been erected at San Carlos by men of their sister-ship, HMS Avenger.

The 30ft. high memorial, of wood and stone, stands on a 1,000ft. hilltop overlooking San Carlos Water, where the Type 21 frigates were sunk by Argentine bombs.

Accompanied by Scots Guards who helped with the project, the Avenger men held a well-attended and moving dedication ceremony after climbing through thick snow.

HMS Avenger, which on the last two nights of the conflict provided naval gunfire support off Port Stanley, is expected to return to her Devonport base in mid-September.

On the morning after the surrender she landed the first party ashore at Fox Bay in West Falkland to take 900 Argentine prisoners and receive an ecstatic welcome from the locals.

During the four-day stay at the settlement most of the ship's company were posted ashore to help in POW processing, settlement support and to work on a captured Argentine ship.

Since then Avenger has enjoyed several runs ashore in the Falklands to sightsee and to help the residents of West Falkland to recover from the occupation.

Press gang!

STORIES of copies of Navy News becoming collectors' items in the South Atlantic were becoming fairly routine — and we have been doing our best to keep the supply lines open — until we were brought up with a jolt by this tongue-in-cheek letter from PO Adwood, of 848 Naval Air Squadron "C" Flight, RFA Olwen:

"The supply of Navy News to some ships of the Task Force has become so dry that they are fast becoming a second currency on the lower deck.

"Only last week we had our first bad case. A junior rate was mugged and his three-month-old copy of the Navy News stolen in preference to his tot!"

Calendar '83

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